Souvenir of...

CROWN POINT'S



ANNIVERSARY

IND
977.299
SOUV

PRICE $1.00

SMARTRAC

Congratulations

on your

125th Anniversary

LAKE COUNTY
PUBLIC LIBRARY
For Reference
Not to be taken from this room

Dixie Dairy Company

"Your Favorite Milk"

Congratulations

to

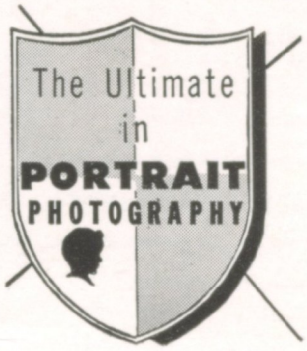
CROWN POINT

on its

125th ANNIVERSARY

from

Your Family Photographer



Mayors and other officials p 124.

Racing p 87

Crown Brewing. p 81

Jorbin's Studio, Inc.

PHOTOGRAPHY

Phone 1620

119 W. Joliet St. **Crown Point, Indiana**

15997208

WARRANTEE DEED—FOR HUSBAND AND WIFE.

KNOW ALL MEN; BY THESE PRESENTS, THAT I Solon Robinson of the County of Lake and State of Indiana and I Mariah Robinson wife of the said Solon for and consideration of the sum of fifty dollars, to us in hand paid to our full satisfaction by Wellington A. Clark. - have bargained, granted, sold, and confirmed; and by the act of signing this deed, the said Mariah doth fully relinquish her Dower; and the said Solon doth fully confirm unto the said Wellington in *fee simple*, and to his heirs and assigns forever ALL that certain lot, tract, parcel, and piece of land; lying and being situated in the County of Lake in Congressional Township Number 34 North; Range 8 West; more particularly described as

that lot in the town of Crown Point known as Lot number fifty three (53) and so marked upon the recorded plat of said town, which lot is

supposed to contain one half acre

which, *be the same more or less*, is hereby conveyed; *together with* ALL the hereditaments, appurtenances, rights, rents, issues and profits, which may ever hereafter thereunto appertain; for the aforesaid Wellington and his heirs and assigns, against us our heirs and assigns, TO HAVE AND HOLD FOREVER.

And the said Solon Robinson doth hereby covenant and agree with the said Wellington A. Clark that he has good and lawful title to convey said land, and that he will on his own part, and his heirs and administrators shall on their part, WARRANT AND DEFEND the same to him and his heirs forever.

In *witness whereof*, we have hereunto set our hands and seals, this twenty fifth day of February in the year Eighteen-hundred and Forty-Seven

In presence of

Geo Earle

Solon Robinson (L.S.)

Mariah Robinson (L.S.)

STATE OF INDIANA ss. Lake COUNTY. I George Earle a Justice of the Peace of said County, certify, that the above named grantors, and who are the same persons that executed the above deed, personally appeared before me, and acknowledged that they executed the same for the purpose of conveying the estate as expressed in said deed.

And thereupon I examined the said grantor's wife seperate and apart from her husband, and made known to her the purport of said deed; whereupon she declared that she did voluntarily of her own free will and accord, and as her own act and deed, seal and deliver the said deed of conveyance, without any coercion or compulsion from her husband.

In witness whereof, I have hereunto affixed my name and seal officially, this 25 day of February Eighteen-hundred and forty-Seven

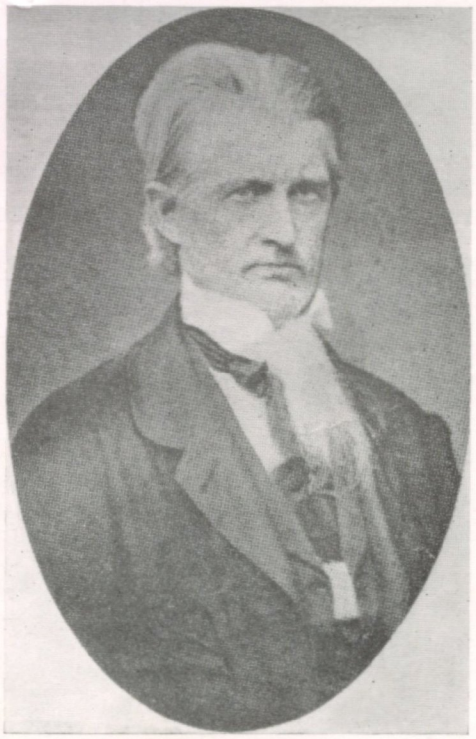
Geo Earle J.P.

Charlotte Wheeler Verplank
March 11, 1970

Solon Robinson - The Founder

Written by Charlotte Wheeler Verplank

With the blunt simplicity of the unconscious great, Solon Robinson wrote his name at the beginning of the history of Lake County as precisely and indelibly as he penned the closely written manuscripts that came, in part, into the possession of the Reverend Timothy H. Ball, and to which he refers in one of his Lake County histories as "sheets written in clear, black characters of a plain, enduring beauty and of unusual strength". And in reference to Solon Robinson, this rather trite figure of speech carries a strange deal of pertinence, in that, with him, writing was a natural,



Solon Robinson, 1845

inevitable consequence of doing. His unceasing and amazingly varied activities and observations were in no sense complete until they had been converted into some form of public address. Speeches, stories, newspaper articles, documents and novels—even family letters—bear witness to his innate ability to turn his experiences and experiments to a general and lasting account. It is not unexpected, then, that one who saw so clearly the relation of the part to the whole or the specific to the general, would be the first to realize the importance of recording the early history of Lake County and Crown Point for future reading and research. So keenly did he foresee the interest of later generations in the actual settlement, that in 1847 he gave in his last address to the Lake County Temperance Society (whose founder he was) a full account of the pioneer years, an account whose solid factual frame work, (relieved by sly flashes of humor, caustic, pointed personalities, thrilling pictures of winter hardships and lean, droughty summers, bitter denunciations of local barkeepers and drunkards) all of the Lake County histories have necessarily incorporated or built upon. This speech, made to an imaginary audience in 1847, has been printed somewhat recently in both Crown Point and Gary papers. The manuscript, I am told, being in the possession of the late Claude Allman of the former city. In it, he naturally tells of the settlement's early efforts and consequent growth, referring to himself only as a participant in the establishment of the village which came to be called Crown Point.

If it is true, that to know a man, one need only know his works, we have in this address alone a fair knowledge of his versatility and power. Yet that scarcely satisfies. When anyone captures our imagination and interest, we would know more about him. Not all about him, please, though that is the attempt that modern biographers, driven by a prying public, make, finding no tale too trivial to tell in their effort to humanize the great men who have come before. However much we may deplore any curiosity that tries to reduce all to the commonest denominator, we agree, I am sure, that much of the real man is to be accounted for in his parentage, his early environment—the certain innate and intimate qualities that are his before the outside world begins to draw out, deface or reshape his inner self.

In reality, Solon Robinson was the true Yankee he looked to be in later life. He was born in Tolland, Connecticut, October 21, 1803, the son of Jacob, whose grandfather James was the Puritan who had come over with the Pilgrims. This Jacob—it was a family name—was a cooper by trade. He married the pleasant and gentle Salinda Ladd of Coventry and in their family Solon was the fourth son.

The father died when Solon had just turned six, and one week after his death another son was born. Incapable of caring for so large a family, Mrs. Robinson sold everything and of necessity farmed her children out to learn the care of other flocks and lands.

Young Solon showed a natural inclination and interest in farming and did as much of such work

Radio Dispatched Taxi

CROWN POINT 84

6:00 A. M. to Midnight

Other hours by Appointment

Crown Point Taxi Co.

WE GO ANYWHERE

COURTEOUS AND EFFICIENT DRIVERS

Low out-of-town rates



S. W. Corner of Main and Joliet Sts.

205 S. Main Crown Point, Ind.

PURINA CHOWS - GLIDDEN PAINTS
FARM SUPPLIES

BEFORE



NOW



CROWN POINT'S OLDEST FEED BUSINESS

Crown Feed & Supply

1000 East Joliet St. Phone 139

WESTPHAL'S

FURNACES AND SHEET METAL WORK

•

Lennox - Timken - Delco

GAS AND OIL FURNACES
AIR CONDITIONERS

—•—

Hack Court Crown Point, Ind.

PHONE 53

C. W. HUBER, Inc.

123 N. Main Crown Point

PHONE 452

RADIO DISPATCHED
DELIVERY SERVICE

1921 CONOCO 1959

FUEL OILS - MOTOR OILS

GASOLINE - GREASES

as his delicate health would allow. Taxing as it may have been, the apprenticeship did permit some time for schooling and, such as it was in the crossroad schoolhouse, he had the benefit of it until he was fourteen. He then apprenticed himself to a carpenter, showing the same handy skill that he had evidenced in his work about the farm. But again ill health forced him out of this trade and he set himself up with true Yankee instinct as a peddler.

In 1830 he married Miss Mariah Evans of Philadelphia who was later to be referred to in Lake County history as Mrs. Solon Robinson, a woman of superior qualities, both gracious and good. They shortly moved to Jennings County, Indiana, and during their residence there two children were born, Solon Oscar in 1831 and Josephine (whom we lovingly remember as Grandmother Strait) in 1833.

Unable to find the direct cause for his removal, I can only set down the fact that the last of October, 1834, found Solon Robinson and his family at home in Northwest Indiana, in a grove that fringed what came to be known as Robinson's Prairie and later after the survey of 1836, NW¼ Sec. 8, T. 134 W., Range 8.



D. A. R. Plaque Honoring Solon Robinson

Here Leila, who later became widely known as Dr. Bedell of Chicago, and Charles were born.

His removal to Jennings County and again to Northwest Indiana may have been blind responses to the urge of an ambitious pioneering spirit. Likelier still, they may have been the carefully calculated moves of a farseeing man who foresaw the restless westward move of humanity until, as he says, "the shore of the Pacific was its boundary". And in it, too, perhaps he saw chance for prosperity. At any rate, this second moving gave him countless opportunities to develop the ingenuity and leadership that were by nature his.

He began, from the day of his arrival, the unceasing labor to cultivate and promote which later earned him the nickname of "Squatter King".

His early record of achievement is interesting and varied. Unfortunately, I can do no more than set it down in a most abrupt, meagre and disconnected way.

Together with his brother Milo (who in 1839 was the first of the settlers to die), Solon opened a store, well stocked with goods and traded successfully with both white men and Indians, furnishing supplies for the settlers at what is now Merrillville, Wiggins Point, and Red Cedar Lake. The consideration and interest in the Indians which he commemorated both in his actual treatment and in several of his writings—especially in "Me-won-i-toc" — deserves particular notice at a time when the Indian was generally exploited and abused.

His cabin, a simple log affair that served many times as a god-send to families newly arrived or still on their journey, stood northwest of the present square very near the spot indicated both by the marker placed there by the Lake County Historical Society in 1921, and by a second marker sponsored by the Julia Watkins Brass Chapter, D. A. R., in 1932. He built Lake County's first courthouse with $500.00 of his own money and dedicated the structure as a sort of community building where court, school, Sunday school, church, elections and temperance meetings were held. It even, though rarely, served as a jail, and so it was used until 1851.

In 1836 when the territory that came to be Lake County was separated from Porter and Newton Counties and divided into three townships, North, Center and South, Robinson became justice of peace for Center Township.

He, too, had the privilege of being the town's first postmaster. All its mail was then directed to Lake Court House and in order to officiate as its distribu-

Compliments of

FIVE STAR SUPER MART

7909 Taft Street

North of 30, East of 55

CROWN POINT, INDIANA

FRED & STEVE'S CITIES SERVICE

U. S. 30 & Ind. 55 - Merr. 9-8815

1958 W. 80th St. Crown Point, Ind.

WRECKER SERVICE

Expert Body Work - Painting and Refinishing
Motor Tune Up - Wheel Balancing
Valve Grinding - Brakes - Mufflers
Automatic Transmissions Adjusted
Firestone Tires and Accessories

Recommended by Our Neighbors

CLEAN - MODERN - CONVENIENT

"Our Guiding Thought"
Hebrews 13:2

KRAFT MOTEL

On U. S. 30 at Ind. 55

Mr. and Mrs. O. E. Huffman, Owners

T. V.

Mailing Address: 1965 W. 80th, Crown Point, Ind.

Telephone Merrillville 9-2986

FREEZER PROVISIONERS

MEATS and FROZEN FOODS

FISH and SEA FOODS

Lockers to Rent

We do processing for home freezer owners.

CROWN POINT LOCKER

117 N. West St. Phone 100

"For Better Fields and Gardens"

Established in 1912

McMAHAN SEED CO.

Seed Merchants

Phone 444

CROWN POINT, INDIANA

IMPORTED GIFTS

111 North Main

CROWN POINT, INDIANA

★

HEIDE BROS.

Insurance

★

PETERMAN PONTIAC

Crown Point, Indiana

tor he had to go to Michigan City to pick it up. Needless to say the deliveries were not daily and his remuneration of $8.24 for the first quarter was never greatly exceeded.

His title of "Squatter King" came after his earnest work to prevent speculators from buying up Lake County claims that had been surveyed and put up for sale at LaPorte. Having formed a sort of squatter's union, a society for mutual assistance, he went as its president, taking with him a corps of interested members, a list of lands entered, and a shotgun apiece. His speech there was so successful that the speculators were denied the right to bid, and the settlers bought their lands on agreeable long time payments and Solon went home "crowned" with a new name.

After the fifteenth of February, 1837, Lake County was decreed independent and for some unnamed reason the county seat was located at Liverpool. Such dissatisfaction resulted that at last after endless dickering and argument it was changed to Lake Court House.

Friends of Robinson, who was then serving as the county's first clerk and map maker, as he had been its first claim agent, asked that the town's name be changed to honor its founder. And so Crown or King's Point came to be, a location which Robinson eloquently praises in his writings, commenting not only on its natural beauties, but strangely enough, upon its healthful situation, giving as one reason for his choice of it as a site, the fact that it was the Indians' summer home. In proof of it, perhaps, there was no need for a public burial ground until 1843, almost ten years after the town's founding.

That Solon Robinson's need for expressing himself in first doing, then writing, and both for benefit of others, was always present in his later life is borne out by the fact that in 1835, one year after his arrival in Lake County, he sent a careful description of the new country to the "Republican and Banner", a newspaper in Madison, Indiana, near his old home. In 1837 he began his series of agriculture articles for the Albany, N. Y., "Cultivator", which he continued for years and by them became a familiar name and advisor in thousands of American homes. In the early forties he sent his first contributions to the New York Tribune, so impressing its readers and editors that the latter part of that decade he was asked to become its agricultural editor. "The Will" and "The Last of the Buffalo" were also written and published during the earlier years in Crown Point.

Out of his growing interest in agriculture, an interest that tended strongly toward the serious, scientific attention now given it, he originated the National Agricultural Society in 1841 at Washington, D. C., and established its branches in many states. Out of intensive work of this sort came the extraordinary mass of information set forth in the articles that appeared in Horace Greeley's Tribune and later were gathered together and printed in two imposing volumes called "Hints for Farmers", that ran through several editions and were at last translated into the German.

Because Mrs. Robinson did not share his desire to go to New York, her husband made frequent trips back and forth, during the years of '49 to '51. In 1852, however, he quit Crown Point permanently, leaving all his property there in his wife's care. Although he did not see her again, his letters to his wife express the sweetest affection and concern for her welfare and told her in careful detail all that he was doing in the interests of agricultural experiments and of the slave question, a situation he investigated to his own discomfiture and indecision. Though he was nationally known as a determined abolitionist, his pity for the slave was somewhat overshadowed by his fear for the division of the Union.

During his association with Horace Greeley and C. A. Dana on the Tribune, he maintained a farm at East Yonkers, N. Y., and from his experiments in grafting, propagating, fertilizing, etc., drew material for the newspaper writing which constantly preoccupied him. From 1852 to 1870, each year is generously marked with publications, the most outstanding of which is "Hot Corn", written in 1853, a collection of stories whose titles and extravagant sentimentalities remind one greatly of Dickens. This book had a tremendous sale for that time, selling over 60,000 copies and passing into several editions. It is this book of humor so-called that caused Bungay to place Robinson among the 75 celebrities included in his "Crayon Sketches", published in 1854. On the contents page, together with the names of Webster, Emerson, Whittier, Irving, Lowell and others of like fame, appears the name of Solon Robinson "with portrait". And the portrait, one with which we are familiar, bears out pretty nearly Bungay's word picture of him: "He looks like an old man; his head is gray and his beard, which droops long from a kindly face, is entirely white. He is six feet high, his shoulders are stooped, his limbs long. He moves with an awkward gait, walks with a long stride and always with a cane, keeping his sharp blue eyes on the toes of his boots, yet seeing everything about him. He is not overwell dressed, wears black and sports a Quaker-looking hat, generally the worse for wear. His eyes, fair skin and soft brown hair are like his mother's." Bungay speaks, too, of his voice, soft when in parlour conversation, but

Lincoln Stage-Coach Inn

WE CATER TO FAMILY TRADE

featuring

Old Likker Shoppee and Old Fashioned Dining Room

Glenwood-Dyer Road and U. S. Route 30

One mile west of Dyer

Phone Skyline 4-1861

DRIV-INN LIQUORS

Glenwood and Dyer Road and U. S. Route 30

(One mile west of Dyer)

★

Phone Skyline 4-7510

BENNETT'S FARM MARKET

Home Grown Vegetables

Fresh Fruits and Vegetables Daily

Groceries, Drugs and Dairy Products

Crown Point-Cedar Lake Road, ¾ mile south of Fairgrounds — Phone C. P. 2924

KEILMAN BROTHERS, Inc.

Established 1925

Lincoln Highway & E. J. & E. Ry. — Dyer, Indiana

OFFICE PHONE UNion 5-6171

Manufacturers of

CONCRETE & LIGHTWEIGHT BUILDING BLOCKS

clear, vibrant and moving when he spoke to an audience, over which he had power to draw a tear or set a full room roaring. The man, himself, Bungay briefly sets forth as a memorable character in a few words: "A finely-balanced combination of seriousness and mirth, truthful, candid but too plain and blunt perhaps for personal popularity. The vicious will always hate him because his unfailing aim is to build society up to his own level, not lower himself to theirs." Of the man's intelligence and amazing versatility Bungay speaks most: "He could build a ship or a log cabin; write a philippic or a sermon, set a table in a roar or draw tears from a full house. He had the wisdom that holdeth the plow, that glorieth in the good, that driveth oxen, and is occupied by their labors, and whose talk is of bullocks; who giveth his mind to make furrows and is diligent to give the kine fodder".

And of him the Reverend Timothy Ball said in real appreciation for the part he had played in the spiritual foundation of Crown Point: "He was affable, familiar, plain, hospitable and accommodating, enjoying the wielding of influence and fond of gaining celebrity. Though not a professed Christian nor church member but deeply appreciative of its influence, he brought the first minister to Crown Point in the person of Reverend Norman Warriner, and had the preaching conducted in his own home. He secured for his townspeople a library and worked diligently for a better school." If there should be any trace of skepticism or unbelief among the residents of Crown Point, says Rev. Ball, its responsibility could not be laid to Solon Robinson.



Marker on site of Solon Robinson Homestead

The last years of his life were spent in Jacksonville, Florida, where he went for his health's sake. Here he died in 1880. His grave in the corner of a mossy old cemetery is almost hid in a growth of cypress. Nearby is the Union Congregational Church and in it is a brilliant window in memory of Solon Robinson.

We need not search for the motives or ideals that actuated his life or attempt to evaluate his services to his town (strangely enough, although so few of his many years here, Crown Point is his and he undoubtedly belongs to it) his county and his country for he has already done that, too. In the address to the Temperance Society in 1847, referred to above, he said in closing: "Happiness, not wealth, should be the aim of all, though no man should allow himself to be happy without he is doing some good in the world—promoting the happiness of his fellow creatures as well as of himself. As for myself, I will ask no prouder monument to my fame than to be assured that the members of this society will stand as mourners at my grave, and pointing to the lifeless form beneath the sod, shall truly say: 'There lies a brother, who in this life had an ardent desire to promote the happiness to his fellow-creatures. May his historian be able to record that, in the latter years of his life, he was eminently successful in this'."

DEVELOPER OF GREEN MEADOW MANOR

AND

WILDWOOD SUBDIVISION HOMESITES

CLAUDE A. BIELEFELD

REALTOR

225 Pettibone Ave. **Crown Point, Ind.**

FLEMING-KURTZ & BATES

All Lines of Insurance

FIRE - AUTO - LIFE & CASUALTY

216 East Joliet St., Phone 167

Crown Point, Indiana

NIEMEYER FARM SERVICE

Incorporated

Indiana Ave. at Erie Railroad, Crown Point

THE PRACTICAL FARMERS STORE

Feed - Fertilizer - Limestone - Driveway Stone
A Complete Line of Liquid and Dry Fertilizers

MOREA® Liquid Feed

Honegger Big H Feeds

Poultry and Livestock Equipment

NIEMEYER'S PRACTICAL FARMERS FERTILIZER

Phone 1042

Wille & Beatty

REALTY

RESIDENTIAL AND FARM PROPERTIES

- 30-60-90 Day Listing Plans
- LOANS AND MORTGAGES
- FARM MANAGEMENT SERVICE
- INSURANCE
- APPRAISALS

Call Day or Night
CROWN POINT 2990

707 N. Main Crown Point

Compliments of

Keiser - Dunn

RECREATION

114 South East Street

BOWLING - BEER - LUNCH

Phone 309 Crown Point, Indiana

Lake County, Indiana

By Wm. D. Weis, former Health Commissioner of Lake County

Lake County is located in the northwest corner of Indiana in proximity to Chicago, Illinois. Its land area covers approximately 500 square miles, being 16 miles across from east to west and an average of 32 miles from north to south. It is bordered on the north by Lake Michigan, on the west by Illinois, on the south by the Kankakee River and on the east by Porter County. Legally, Lake County extends ten miles northward into Lake Michigan. At Crown Point, it is about 714 feet above sea level, 132 feet above Lake Michigan and 90 feet above the Kankakee River. A high ridge of land through Lake County forms part of the watershed between the Mississippi and St. Lawrence Rivers drainage systems.



"Tepee" of the Pottawatomie Indians

By an act of the 1837 Indiana Legislature, Lake County was declared an independent county and was separated from the jurisdiction of Porter County as of February 15, 1837. Lake County has within its area a number of beautiful lakes, the largest and most beautiful of which is Cedar Lake, "The Lake of the Red Cedars." Much of the area was originally covered with a luxuriant growth of hardwood trees. Some extensive prairies have in recent years been developed into the best of farms. The soil of Lake County is of such a variety of kinds that nearly every type of farming has been successfully carried on. Originally there was much "marsh land," especially in the southern portion of the county. When the waters were drained from these wet areas, by a system of ditches, the lands became excellent cattle, sheep and horse grazing ranches and farms. The sand dunes along what once was the shoreline of Lake Michigan are most unique. Much of the northern portion of Lake County was once covered with fine pine, cedar and tamarack trees. A great deal of this lumber was removed by "timber rustlers" and was used to build Chicago.



Yoked Oxen and Covered Wagon

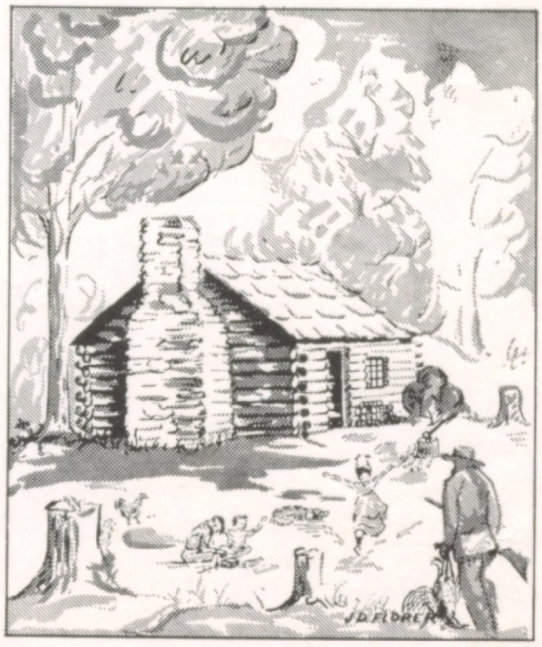
In 1834, government surveyors laid out the land that was Lake County, into sections. Up to then the occcupants of lands were known as "squatters" and had no legal titles to the lands which they occupied, cultivated and on which they had built their homes.

Early Settlers

William Ross was the first white person to establish a permanent home in what is now Lake County. In 1833, he built a log cabin on a plot of ground on the banks of Deep River, southwest of what later became Hobart. He planted, cultivated and harvested the first crop of corn in 1833 in what is now Ross Township. Mr. Ross was killed by a falling bee tree in 1836.

In 1833, Hiram S. Bennett opened a tavern in a log hut, on the stage coach route, at the mouth of the Calumet River. A man named Berry also opened a tavern on the stage coach route along the shore of Lake Michigan where Whiting is now located. Annual license fees of $6.00 each were paid by Hiram S. Bennett and Hanna Berry to the county as recorded on April 5, 1837, for operating these taverns.

On October 31, 1834, Solon Robinson of Jennings County, Indiana, came by ox-team drawn wagons loaded with household goods, some tools and farm implements. He settled and built a log hut home on land that is now occupied by the Community Building



Early Settler's Home, 1833

FOR BRAND NAMES IN

Sports, Toys and Hobbies

★ ★ ★

JIM CLARKE'S SPORT SHOP

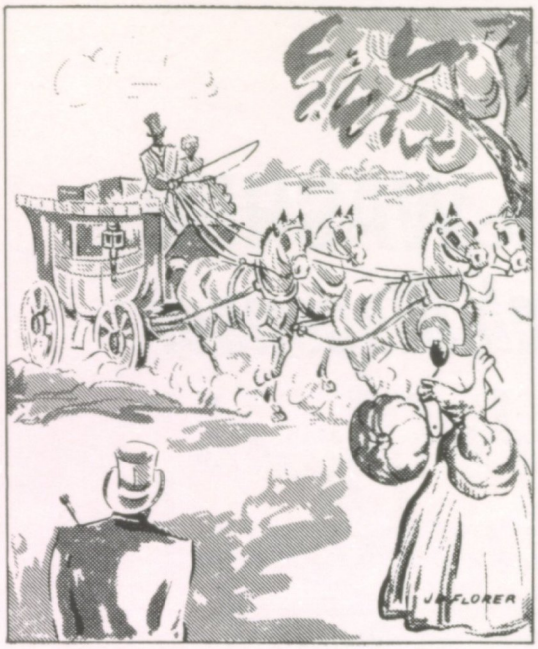
EVERYTHING FOR THE SPORTSMAN

103 S. Court Phone 306 Crown Point

Fleming and Kurtz

REALTORS

216 E. Joliet St. Crown Point 167



Early Passenger Travel

in Crown Point. His brother, Milo, came in May, 1835. In 1836, they opened and operated the first store and Solon was appointed the first postmaster. As mail carrier, he made occasional trips to and from Michigan City. Solon Robinson owned the first printing press in Lake County and occasionally published a small news sheet for his neighbors. For mutual protection of the settlers' interests against dishonest "land sharks" on July 4, 1836, the "Squatter's Union" was formed at the home of Solon Robinson who was named the "Squatter King of Lake". Solon Robinson died in Florida in 1880 in his 78th year.

Thomas Childers settled on land in "School Grove" near Crown Court House in October of 1834.

The first white woman to live permanently in "Crown Court House" was Marie Robinson, wife of Solon Robinson. While she is generally given the credit for being the first white woman to live in the region, due credit must not be denied Mrs. William Ross, Mrs. Thomas Childers and others for the part they played in the establishment of the early pioneer homes in the wilderness of what is now Lake County.

Early in 1837, a meeting of the settlers was held at the log home of Solon Robinson, located to the northwest of what is now the "Court House Square" in Crown Point. The meeting was presided over by Robinson and a petition was prepared to present to the Indiana Legislature to establish the location of a County seat.

Joliet Road, now Joliet Street, formerly ran in a near straight line in a northwest to southeast direction and passed through what is now the south portion of the "square". In the early summer of 1837, a log building used as a store, was located on the south side of Joliet Road on ground that now forms the southwest corner of the square. Later in 1837, a log "Court House" building, just east of his store, was built and paid for by Solon Robinson at a cost of $500.00. This building measured approximately 35 feet east and west and 25 feet north and south and was one story high. In 1838, a second story was added thus providing a "large and better Court Room". By an act of the State Legislature and by order to the County Commissioners, the crude structure was made the "Temporary Court House of the County" in May, 1838. The new court room was as large as was the entire building and was entered from an outside stairway on the north side. On a built-in platform in the west end was the judge's bench, lecture rostrum, religious service pulpit and stage. This log building continued to be used for court, commissioner, religious or other meetings until the early part of 1850. By order of the County Commissioners, the "Court House" was sold on September 5, 1850, and the material was used to build two stables.

In May, 1837, among the first revenues collected by the county was a $2.00 fee paid by Vincent Matthiews for a license to operate a ferry across the Grand Calumet River near the Illinois State line. At the same meeting of the County Commissioners,



The Solon Robinson Residence

MAYTAG *automatic* WASHER

with **Bleach Dispenser**

ends bleach problems!



★ ★ ★

Weiss Hardware

South Side Square — Crown Point, Indiana

Over 35 Years in Crown Point

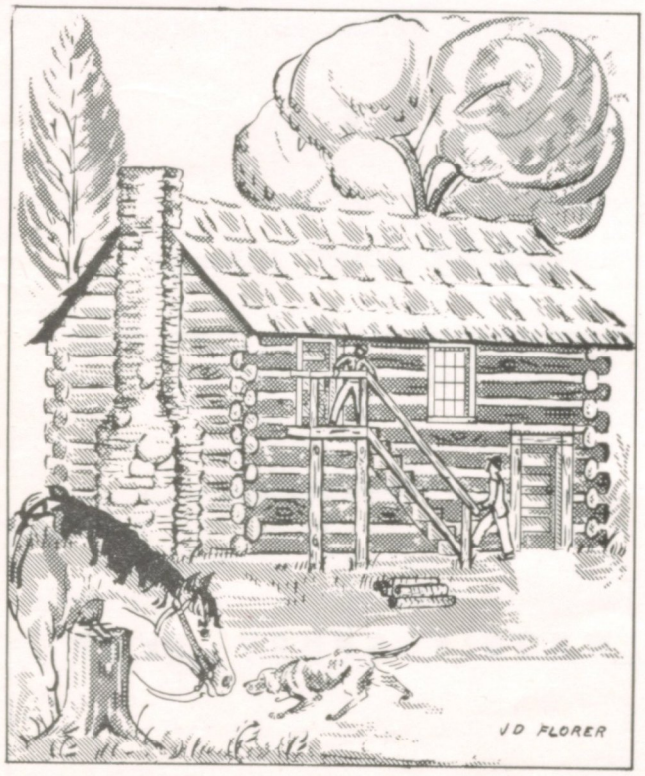
Henry Frederickson paid $2.00 to operate a ferry across Deep River near Liverpool.

The first general election was held in August, 1837, at which time C. Cathcart received 86 votes for Senator. For Representative, J. H. Bradly received 49 votes, A. L. Ball, 70 votes and J. Hamell, 65 votes. R. Wilkinson was elected Probate Judge; H. S. Pelton, School Commissioner; and Luman A. Fowler, Sheriff.

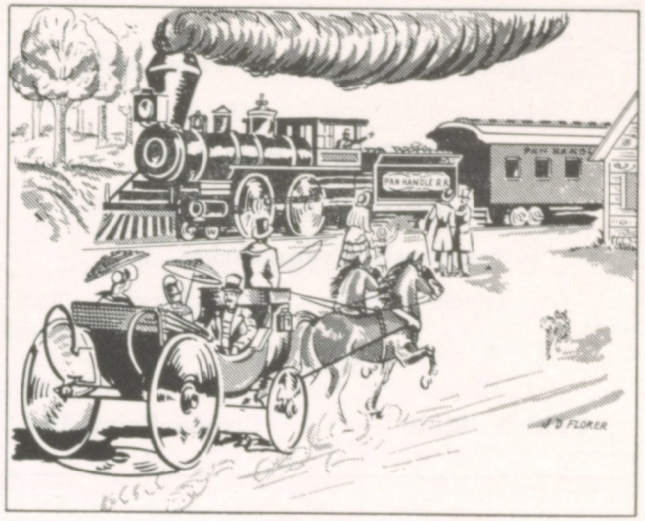
In October, 1837, the first session of the Lake Circuit Court was held with Judge Samuel C. Sample presiding. There were nine lawyers present and thirty cases on the docket, but few were of a criminal nature.

County Seat Moved to Liverpool

In 1839, even after a log court house had been built and the commissioners' court and circuit court had been held and the county offices had been located at "Lake Court House" (later changed to Crown Point), by some conniving or political influence, the county seat was moved to Liverpool where a log court house had been partly built on a ridge on the north bank of Deep River. The land where this "Court House" was built is on what is now between Arizona and New Jersey Streets on Liverpool Road. This tract of land could not be sold because of the "dedication for public purposes" in 1839. There is now in 1949, a movement on foot to convert the land into a public park.



First "Log Court House", 1837 & 1838. *Jail Below.*



First Railroad Train, 1865

County Seat Relocated

Because of the moving of the county seat from Crown Court House to Liverpool, public indignation was so aroused that the State Legislature was later induced to appoint another commission of five non-resident men, who, after due investigation, recommended to the Legislature that the seat of County Government be replaced in the center of the county, where it has remained since July, 1840. Rival contenders for the location of the county seat of government had been: Liverpool, Crown Court House and West Point, which was located on the east shore of Cedar Lake. In 1840, the name "Crown Court House" was changed by a commission consisting of Solon Robinson, George Earle and Judge Wm. Clark, to that of "Crown Point". The present public square is a part of ten acres which, together with one acre for public buildings and one acre for school purposes and other lands and financial assistance, were donated to the county by Solon Robinson, Judge Wm. Clark and others. The original plat, as recorded of "Crown Court House" shows the "Public Square" to extend from Court Street to East Street and from Joliet Road to what is now Clark Street.

In 1838, the County Commissioners allowed $64.00 to the Sheriff for the converting of a part of the lower floor, which was the former court room, into a jail. Later, a group of volunteer citizens tore the cells from the old log jail and converted the room into a meeting place of a temperance society. For some time thereafter the county had no jail. Prisoners were housed in private home rooms with the rent being paid by the county. During 1851, a jail was built of wood, with heavy hardwood "cross-planking" between which were placed sheets of iron for cells. Iron bars were placed at the doors and windows. The

Insured Workmanship — Phone 2063J

CONDRON'S CAR-CARE

Motor Repair - Brakes - Tune-Up
Automatic Transmission, Etc.
Truck Repairs - Road Service

★ ★ ★

2000 N. Main Crown Point, Ind.

RAINBOW PAINT & WALLPAPER

Imperial Wallpaper

Dutch Boy Paint

★

Phone C. P. 1407

1306 N. Main St. Crown Point, Ind.

C. H. MOBERG CO.

WHOLESALE DISTRIBUTORS

CANDY - CIGARETTES - SUNDRIES
FOUNTAIN SUPPLIES

★

313 Maple Lane Phone 2777

CROWN POINT, INDIANA

BOE FARM EQUIPMENT SALES

MINNEAPOLIS-MOLINE
MM
MODERN MACHINERY

1 mile east of C. P. on Rt. 8

Phone 848

CROWN POINT, INDIANA

EXPRESS AUTO SUPPLY

COMPLETE MACHINE SHOP AND
RADIATOR REPAIR

Phones:
Crown Point 1794
Hobart 1742
Lowell 2781

E. K. SOWASH GRAIN CO.

GRAIN - FEED - HAY - SEED

●

Phone 280

CROWN POINT, INDIANA

Lime Spreading - Black Top - Stone - Slag

ELMER E. BULLOCK
JAMES E. BULLOCK

●

603 N. Main St. Crown Point, Ind.

Phones: 842 - 2047-J

★

Compliments

of

WOOD'S SPORT SHOP

★ ★ ★



Frame Jail Building, 1850

jail stood on ground that now is Clark Street at the northeast corner of the public square, where stood a massive, centuries-old locust tree. A few feet north stood the three-story "Register Building" which was the first and for years the only three-story building in Lake County. The top floor was for a time the meeting place of the first Lake County Masonic Lodge. The long front, east side, of the jail building faced on Main Street. The contract cost was $2600.00. One prisoner escaped by cutting a hole through the hardwood and iron floor. He was never recaptured.

Dr. Henry D. Palmer, who had graduated from an eastern medical college in 1834, arrived in Lake County in 1836 to become the first regular graduate physician to practice medicine in Lake County. He settled and built a home on land 2 miles west of Centerville, now Merrillville, on the Michigan City to Joliet stage coach route, what is now Highway 330. In 1841, Dr. Palmer built the first frame house in the center part of the county. Dr. Palmer was also Judge Palmer for 17 years.

Before the coming of Doctor Palmer, Jane A. Horton Ball, wife of Hervey Ball, administered to the medical needs of the settlers. She was the daughter of Dr. Timothy Horton, a highly trained and skilled physician of West Springfield, Massachusetts. Mrs. Ball had read extensively of the medical literature of the day and had acquired much practical experience in her association with her father. When she came to Indiana, she brought with her an extensively filled "medicine chest", some surgical instruments and dental equipment which she used in helping suffering members of the early settlers' families. She must be credited with being the first woman physician and dentist to practice the healing art in Lake County, Indiana.

In 1835, John Wood completed and operated the first grist mill at Deep River to the west of the Porter County line on what is now Highway No. 330. His son, in his fourth year, died in 1836. This was probably the first death to be recorded among the white settlers.

In 1835, the first school was opened in Crown Point in a log-hut residence, located near where now stands the Pennsylvania Railway depot. Three pupils were in attendance. Soon after a one-room school house was built of "black" logs on East and Walnut Streets just back of where is now located the Lake County Jail. The next school house, which was used until 1842, was built of lumber and measured 15 by 20 feet. At one time it was said to have "housed fifty pupils around a hot stove". For several years the teacher was Mrs. Harriett Holton, who passed away November 17, 1879, at the age of 97.

In 1837, sawmills run by water power, provided lumber for home building at $15.00 per thousand feet. Other water-driven grist and flour mills were soon constructed and operated to provide food for man and beast. A dam that impounded water for operating one of the mills formed "Foley Lake" where Joseph Jefferson, the famous "Hamlet" dramatist, on several occasions caught great strings of pike and pickerel. Foley Lake was east of Cedar Lake.

In 1838, Solon and Milo Robinson constructed the first two story log residence in Lake County. No nails were used; spaces between the logs were filled with mud and straw; roofs were made of slabs of



Frame Court House and Brick Office Buildings, 1849 & 1850

Doc's Food Liner

★ ★ ★

FINE FOODS

Schmal & Seberger Hardware

HOUSE WARES

GIFTS

GAS AND ELECTRICAL

APPLIANCES

Route 8 Garden & Lawn Equipment

MOWERS

SHARPENED - REPAIRED

RENTAL SERVICE

TILLERS - CULTIVATORS - WEED CUTTERS

SAW FILING - CHAIN SAWS

GUARANTEED WORK

★

Frank J. Marx

East of Rt. 53 on 8

CROWN POINT, INDIANA

ROYAL DAIRY

GRADE "A" MILK

700 Jackson Street

CROWN POINT, INDIANA

Phone 271

wood, called "shakes", two feet long; the chimney was constructed of stone, mud and sticks; the dirt floors were covered with puncheons or animal skins; and the window spaces were covered with cloth. Heat was provided from open fireplaces and light from candles and tapers.

1838 saw the beginning of the building of bridges to replace a number of ferries over the Deep and Calumet Rivers and Turkey Creek.

In 1838, a school house was erected on the land claim of Hervey Ball, northwest of Cedar Lake. This log building was a familiar sight until recent years.

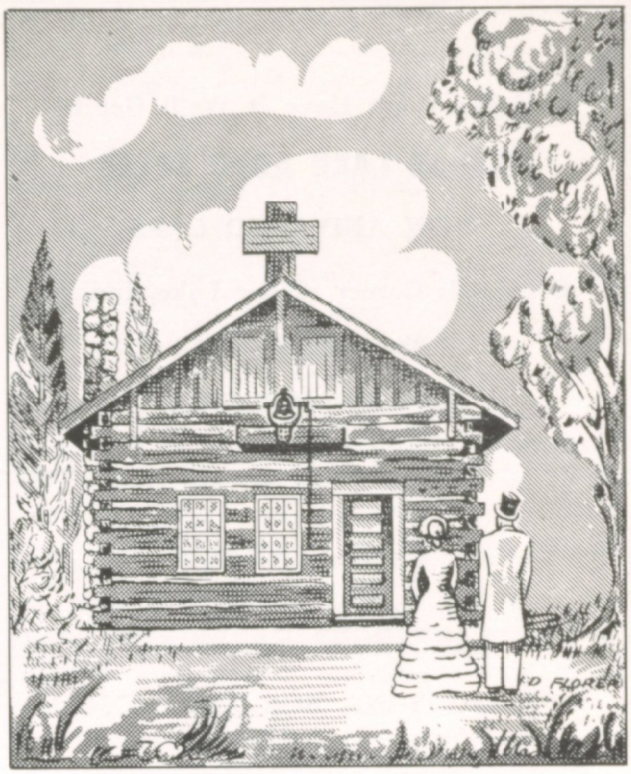
In 1839, Mrs. Jane A. H. Ball began conducting the first boarding school. This school continued during the following 16 years.

In December, 1838, occurred the first death among the settlers at Crown Court House. Milo Robinson was said to have died from consumption. He was buried just east of his residence on January 1st, 1839, in the grove, later known as Luther's Grove, where now is located the Crown Point High School.

In 1839, Alexander McDonald opened the first law office in "Crown Court House". He acted as one of the bidders who represented the "squatters" at the LaPorte land sales on March 19, 1839. He, together with Bartlett Woods, was instrumental in the organization of the "Free Soil" party in 1848.



First School House, 1835



First Log Church, 1843. *Now in Fairgrounds*

In 1843, an epidemic of scarlet fever, which was fatal to eight small children, necessitated the establishing of a cemetery. This was located on the hill to the east of Lake Seven, a short distance west of the town. Some stone grave markers are still to be seen in 1949

In 1836, the first marriage in the area was that of David Bryant to Margaret Stanbroke on a license that had been issued at Valparaiso, Porter County. The first marriage license issued in Lake County was to John Russell and Harriet Holton.

The first birth was that of David Agnew, which occurred "not long after" the tragic death of his father, David Agnew, in a terrific snow-storm-blizzard near Pleasant Grove on April 4, 1835. A white child, named Samantha J. Fuller, was recorded as being born on May 5, 1837.

In 1843, John Hack and associates, at a cost of $267.14, built a log Roman Catholic Chapel on his land at the edge of "Prairie West", now St. John. This was the first church in Lake County to boast the possession of a bell. The log building is still in a good state of preservation. In 1932 it was moved to the Lake County Fairgrounds to be used as a Boy Scout cabin.

"If We Don't Have It We'll Get It"

CEDAR LAKE AUTO SALES

NEW AND USED CARS

Coleman's Corner, Cedar Lake, Indiana

Phone 7943 - 6313

Owner, KENNETH TUSSEY

A - W ROOT BEER

DRIVE-IN

★ ★ ★

Cedar Lake-Lowell Road

CEDAR LAKE, INDIANA

Phone C. L. 4822

LAKESHORE HARDWARE

"EVERYTHING FOR THE HOME"

CEDAR LAKE, INDIANA

Alfred W. Bunge, Owner

BEINING'S STANDARD SERVICE

★ ★ ★

Phone C. L. 5011

COLEMAN'S CORNER

CEDAR LAKE, INDIANA

TAYLOR'S ICE HOUSE

Crown Point-Cedar Lake Road

One block east of Coleman's Corner

●

Phone C. L. 7357

BLOCK - CUBES - CRUSHED

TOBE'S STEAK HOUSE

East Side of Cedar Lake

●

FISH, CHICKEN and STEAK DINNERS

Daily Family Meal

We Cater to Banquets and Special Parties

Phone C. L. 2051

NEW - USED AUTO PARTS

GLASS

●

BENNETT'S AUTO PARTS

Crown Point-Cedar Lake Road

Phone C. P. 878

Kindest Personal Regards

DOT'S MELODY FARM STORE

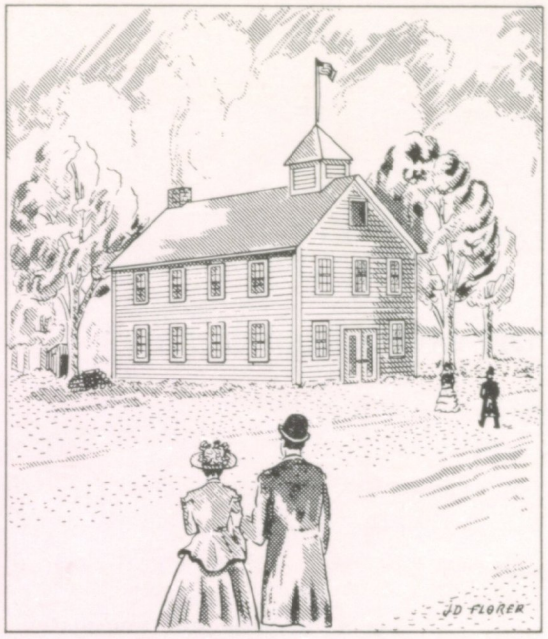
Free Parking

Hours: 9:00 A. M. to 12:00 P. M.

★ ★ ★

Phone C. L. 7402

CEDAR LAKE, INDIANA



Crown Point Institute, 1865

The first church in Crown Point was of Methodist denomination built of logs in 1845.

A frame Court House was built during 1849 on land that is now Clark Street to the north of the present Court House building, about midway between Main and Court Streets. It measured 37 by 67 feet and was 27 feet high with a high four-pillar porch and a high round cupola. It had in it a court room, jury room and Sheriff's room. On each of the east and west sides of the Court House was a separate one-story two-room brick building. The one to the east housed the offices of County Auditor and County Treasurer and the one to the west housed the offices of County Recorder and County Clerk. George Earle was paid $15.00 as the architect and James Hixon was the builder. Old time photographs show the Register Building to be just north of the east brick office building. The amount paid for these buildings is estimated to have been near $10,000.00. The frame Court House, after being in service for thirty years, was sold to John G. Hoffman, who moved it west on Joliet Street and converted it into an "Opera House". Some years later it was torn down and the lumber used to build two fine residences on Joliet Street.

In 1851, the Lake County Agricultural Society was organized.

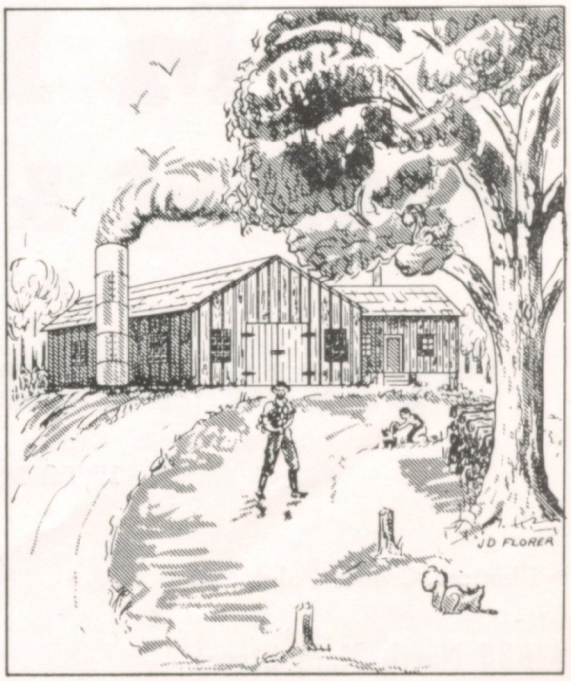
In 1858, was acquired the beautiful Fancher Lake with the surrounding lands covered with hardwood, virgin forests. Many persons have said and written that the Lake County Fairgrounds are the most ideal fairgrounds in the world. Some records say that the original 40 acres and the lake were a "gift" donated by Richard Fancher. In 1912, 40 additional acres to the north were bought and in 1927, 60 acres to the south were purchased by the county.

The history of the publication of newspapers in Lake County began with the short-lived "Lake County Herald" in 1856. On August 4, 1857, began the publication of the "Crown Point Register", which for many years was managed by John Millikan, and is now the oldest newspaper published in Lake County. In the year 1872 began the publication of the "Lake County Star", of which John J. Wheeler became the sole owner in 1880. Members of his family have ever since been the editors and publishers.

In its early days, Lake County had two "West Points". One was a "ghost town" on the east side of Cedar Lake and the other was within the present area of Hammond, which was the "point" of the westerly end of the Michigan Central railway from which point railway travelers to and from Chicago were transported by horse-drawn stage coaches.

In 1865, the Panhandle Railway was extended from the east toward Chicago to become the first railway through Crown Point.

In 1865, the "Crown Point Institute" was opened as a private seat of higher learning. It had a staff of excellent teachers and a far advanced curriculum for those early times. At times the attendance reached



Crown Point Cast Iron Foundry

Boston Store

CROWN POINT'S DOMINANT STORE SINCE 1897 SALUTES CROWN POINT

as a 62 year old youngster,
it has been our privilege to serve
the needs of Crown Point and to watch it grow and prosper . . .
to our several generations of friends in Crown Point,
we offer our sincere wish for another 125 years
of peace and happiness.

STEEL V-BELT PULLEYS - GEAR BLANKS
PRODUCTION MACHINING

MEMBER OF NATIONAL SCREW MACHINE PRODUCTS ASSOCIATION

MERZ
MACHINE & TOOL WORKS

Manufacturers of

Screw Machine Products

1" TO 7" BAR CAPACITY

★ ★ ★

Phones: Crown Point 870 — Chicago, Regent 4-0820

920 North Main Street — Crown Point, Indiana

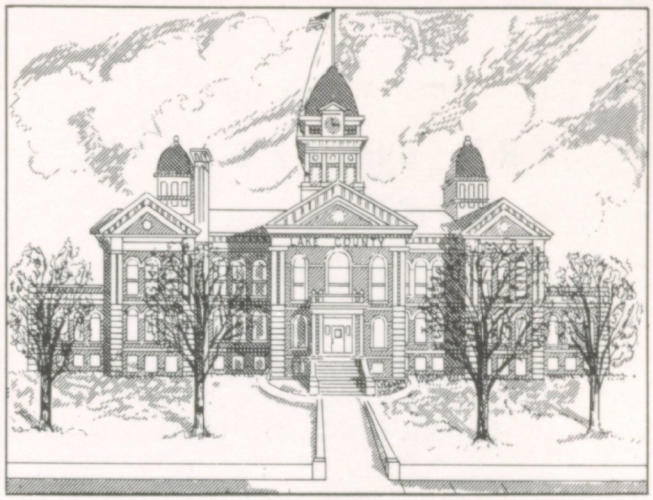
nearly eighty students. Because of financial distress, the venture failed and the institute was discontinued in 1871 and the property sold to Crown Point and used as a school until 1880. On that site is now located the Timothy H. Ball school. The building was sold at a public auction to Jacob A. Weis for $51.00 and moved to the corner of Jackson and Farragut Streets where for years it was the home of the Weis family. In 1949, the building houses several homes as well as a grocery and meat market.

What probably was the first "Iron Industry" in Lake County, Indiana, was the "Crown Point Cast Iron Foundry". It was located on the hill to the south of West South Street and back of what is now 409 West South Street. A Mr. Boone was the manager. Mr. Martin Kussmaul, now 83 years of age, relates that, when a boy, his father had the broken cast iron front to a heating stove cast at the foundry. Pieces of furnace slag and fragments of cast iron are still to be found near the two white oak trees that now measure about three feet in diameter. The larger foundry building was purchased about 1880 and rebuilt as a hay barn on the Long farm, on what is now Highway No. 8, in Hanover Township, four miles west of Crown Point. It was later set on fire by a threshing machine engine.

This foundry is not to be mistaken for the McAllister Foundry that was later located on the southeast corner of Anderson and Jackson Streets from which Louis Letz derived the steam-driven power to operate his first machine shop on Jackson Street about 1880.



Brick and Stone Court House Corner Stone Laying, September 10, 1878



Court House (Built 1880-1909-1928)

The First National Bank of Crown Point was organized in 1874 and was the first, and for ten years was the only bank in Lake County. It started business in the Register Building where is now located the Allman Building.

On September 10, 1878, the cornerstone was laid for a large brick and stone Court House building which still stands in the center of the public square. The building was built in 1878-1880 and was 96 by 105 feet in size, had a 10 foot basement, 15 foot main floor ceilings and 22 foot upper floor ceilings. A belfry steeple had clock faces on the four sides and a 56 foot high flag pole. The total cost was $52,000.00. Sometime during 1879, while the brick court house was being built, burglars made an unsuccessful attempt to steal the $60,000.00 that had been saved and stored in the safe in the County Treasurer's office in the little brick building. The dynamite blast failed to open the safe. North and south extensions, each with a tower were built in 1909 at a cost of $160,000.00. Other one story extensions, north and south, were added in 1928. Monies from a county bond issue for $85,000.00 were used for building these additions.

Parts of the present Sheriff's home and jail were built in 1882 and cost $24,000.00.

The Lake County Health Department was established in 1882 when Dr. M. G. Bliss was appointed as secretary, by the County Commissioners. Up to that time, no official records of births, deaths or communicable diseases were kept.

Best Wishes from

THE COFFEE BAR

Call C. L. 7301

FOR CARRY-OUT ORDERS

Monday through Saturday

Open 7:00 A. M. to 6:00 P. M.

CEDAR LAKE, INDIANA

Main Liquor Store

BEER - WINE - LIQUOR

202 South Main Street

CROWN POINT, INDIANA

Phone 21

John Tauck

ANELLO'S PIZZERIA

PIZZA - RAVIOLI

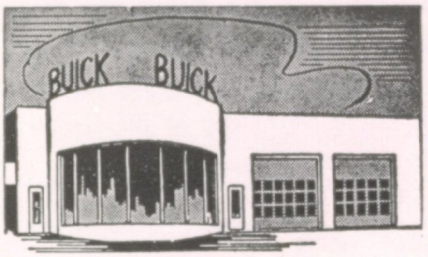
Sausage - Roast Beef Sandwiches

Spaghetti and Meat Balls

Phone C. L. 5091

East Lakeside Drive Cedar Lake, Ind.

RUSSELL'S BUICK GARAGE



Phone C. P. 201

Best Wishes From

CERTIFIED SUPER FOODS

CEDAR LAKE, INDIANA

★ ★ ★

"We reserve the right to limit quantities"

GEO'S MOBILGAS SERVICE

★ ★ ★

702 East Joliet Street

CROWN POINT, INDIANA

OLLIE MOTT'S

JEWELRY and GIFTS

—●—

202 South Main Street

CROWN POINT, INDIANA

Nationally Known - Locally Owned

BEN FRANKLIN STORE

VARIETY MERCHANDISE

—●—

103 W. Joliet Street

Phone 1413

In 1884, a County "Alms House", a frame home for the poor, was built two miles east of Crown Point. The present "County Home" of brick buildings was provided in 1912 at a cost of $200,000.00 which, together with 310 acres of land, can provide a home for 350 inmates.

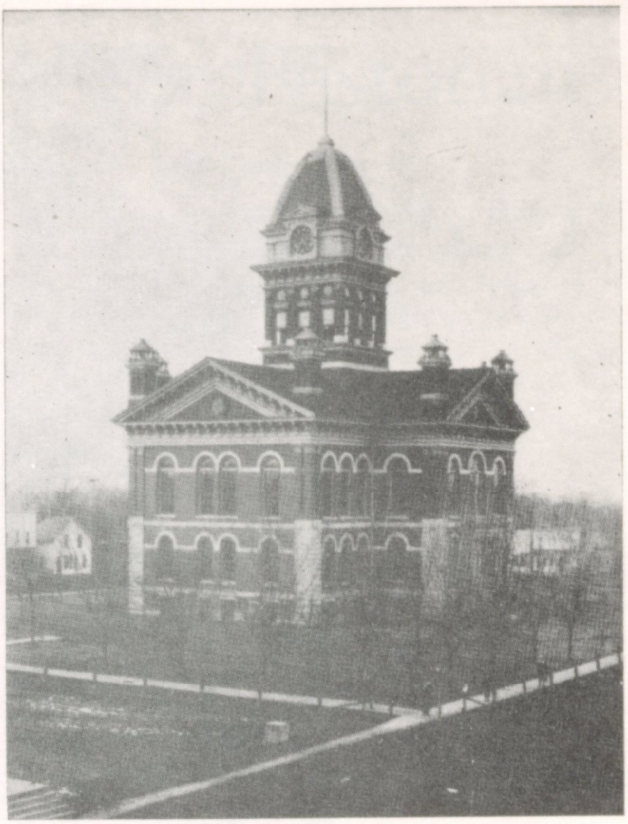
The town of Crown Point was legally incorporated in June, 1868, and became a city June 9, 1911.

In 1891, a cedar block, on planks, pavement was laid in the street surrounding the public square. The life of the blocks was short although automobiles had not yet made their appearance. In 1900, a walk around the square was constructed of Ohio sandstone slabs measuring 5 by 10 feet in length and width and 6 inches in thickness. The cost was $11,000.00. Most of these stone slabs were still doing duty, with but few breaks, in the year 1949.

In an effort to secure a town water supply, the drilling of a well on the south end of the Court House square was begun in 1887. The project was abandoned in 1889 after a hole 3,100 feet deep failed to yield a flowing stream of water.

On September 10, 1891, at 6:30 P. M., the first electric lights were turned on in Crown Point. Up to then, street lighting had been by kerosene lamps.

In 1896, the first public telephone was installed in Crown Point. For some time previous, Thomas Hall had a "home made" telephone between the panhandle depot and his home on South Jackson Street.



Lake County Court House, 1880

In 1850, the population of Lake County was 3,991, consisting of 715 families of which 430 were farmers. In 1880, the population was 15,091. In 1949, the population is estimated to be almost 400,000.

The total amount assessed for taxes for the year 1837 was a few cents over $2002.00, much of this money was never collected. The 1949 tax valuation of Lake County was over $501,450,000.



Lake County Fairgrounds Acquired (1858-1912-1927)

Map of Lake County, Indiana

T. H. Ball, 1873

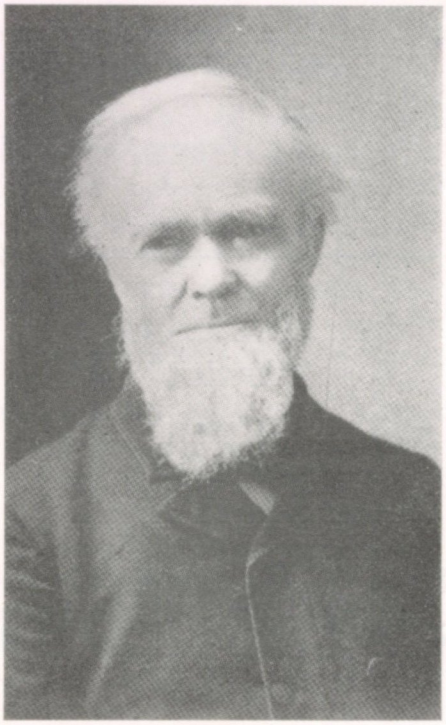


Charlotte Wheeler Verplank
March 11, 1970

Timothy H. Ball - The Historian

Written by Charlotte Wheeler Verplank, The Lake County Star

To one interested in the beginnings of Lake County history and the pioneer men and women who made it, there seems a rather ironic injustice in the realization that, concerning the man who so patiently and laboriously gathered together, bit by bit, the precious details of that time, so little has been written. The usual formal biography—the trite facts of birth, family, education and endeavors, yes—but little, I think, of the real man that lay behind and actuated all his innumerable good works. To one of my generation, it is almost a shameful recollection—our dismissal—sometimes our vocal derision—of this little, old, elf-like man as a "queer one" and a crank. That this white-bearded, white-haired man with the mild child's



Timothy H. Ball

face, frocked always in a queerish black coat, broad-brimmed hat and limp white tie and walking unmindful of our mocking calls, should come to stand as a symbol of early Lake county culture is something to check all rash estimates. It is as though we had banished the prophet from his own country or brushed elbows with the spiritually great and failed to divine it. Those nearer his own time, no doubt, can estimate him more truly. For those of my own age, there must be a vast regret that we could not more nearly know the man who has given to our country a history approached, I think, in but one other instance in our state for accuracy of fact and wealth of detail—culled with extraordinary foresight, painstakingly put together and often published at his own expense. With no other sources at hand—talk with my grandmother being impossible—I must draw my story of his life from his own Lake County history and stray allusions from the Historical Society records in the Gary Library collection:

He was born in the home of his grandfather, Dr. Timothy Horton, in the present town of Agawam, then West Springfield, Massachusetts, on the 16th of February in 1826. It was a favorable period in national history—only one president had died before his time. John Quincy Adams was in the White House and, just as favorable circumstances surrounded the new life of the nation, so did they augur a happy childhood for the new grandson, named for his mother's father—Timothy Horton.

The lineage of the Horton-Ball family is most interesting and substantial. Presumably going back to John Ball, the famous Kentish rebel preacher, the Ball line can be traced through the three Ball brothers who had immigrated to the south in the late seventeenth century. From one of these branches came Timothy's father, a lawyer near Augusta, Georgia at the time of his son's birth. His mother was a descendant of the Hortons and Hammers, excellent old English stock. His grandmother on the Horton side was the daughter of the union of a Dr. Nicholas Ayrault, a Huguenot refugee who settled in Rhode Island in 1681 and Anne Breton, the daughter of a prosperous Huguenot farmer. From these ancestors, Dr. Higgins declared, Timothy Ball obtained his great endurance, his unflagging religious faith and his bull-dog tenacity of purpose.

His father's mother, a New England Chapin, came from a family of strong Puritan inclinations; so, in young Timothy, in whom full four well established lines of Puritan-English ancestry—Ball, Horton, Hamner and Chapin—and one Huguenot strain were blended, the absence of iron clad principles would be impossible or at least inexcusable.

When Timothy was two, his mother and family removed from Agawam to Columbia County, Georgia. Quaintly enough, the account says that his memory does not retain the ocean voyage from New York to Savannah but that he is able only to recall details of his Georgia home, his family and black servants.

Cedar Lake 3071

•

South Shore Golf and Country Club

Ray T. Pawl, Mgr.

GOLFING - DINING - DANCING

Playable After Rain

•

On The Southeast Shores of

CEDAR LAKE, INDIANA

CROWN POINT REGISTER

Established 1857

OUR 102nd YEAR

"Oldest Newspaper in Lake County"

PRINTERS AND PUBLISHERS

Office Supplies

★

Phone 137 Crown Point, Indiana

Walter & Lennertz OLDSMOBILE

★ ★ ★

SALES - SERVICE

"Safety Tested Used Cars"

Body Repairs

★

TU 4-1196 6501 Broadway

"SERVICE is our BUSINESS"

Carl & Sons

Tony Carl

Res. Phone Crown Point 636

Office Phone Gary 7-9-2716

PLUMBING AND HEATING CONTRACTORS

321 So. Indiana Ave. Route 4, Box B

CROWN POINT, INDIANA

That, in itself, seems less an apology than a sign of precocity and presages the unusual mental ability he evidenced from his earliest school days. The family continued to live in Georgia until the fall of 1833. Then, when Timothy was eight, they all returned to West Springfield. For four years he, consciously or naturally, acquainted himself with New England customs and traditions and found himself deeply impressed with family-lore, with family portraits and escutcheons.

In 1837, he came with his family, to which two new brothers had been added, to Indiana. City West, ten miles west of Michigan City, was their first home. Here Timothy learned the full meaning of frontier life, of the Indians, of the grandeur of Lake Michigan in storm, of its beauty in repose, of the solitary vastness of the sand dunes. The midsummer following, he went exploring the Lake County prairies with his father and it was soon decided that the Lake of the Red Cedar (our Cedar Lake) would be their permanent home. Here they were soon settled in a homeplace that continued theirs for thirty years.

In 1863 his Crown Point home was established—the strange, little, rambling, brown house that declared its difference by ecclesiastical windows of stained glass—queer like its owner, we younger ones thought. To this house his son Herbert came home on vacation from medical college; in it his daughter Georgia was married. It remained home until its owner's death—though it seems only a little while since its razing.

No period in this man's life is more indicative of his real self than that of his home and academic schooling. From his mother he learned somewhat of geography, arithmetic and botany and the precious lesson of obedience. His father, a graduate of Middlebury College, began the teaching of Latin early indeed because eight years of age found Timothy with Adams Latin Grammar memorized and three books of Latin readings nicely mastered.

Upon the family's removal to West Springfield at this time, he resumed his classical studies at the town's academy, now undertaking Greek. In 1837, however, this sort of schooling was laid by. Cedar Lake offered more practical learning—the raising of sheep and cattle, farm chores, hunting, fishing, boating, and out-door occupations. With all the gaining of this practical knowledge there was still time for English studies—pursued, as he said, as a kind of recreation—with most of his interest expended on arithmetic, surveying and philosophy. His youthful library shows somewhat how the twig was bent—"Original Poems for Infant Minds"—Cowper's poems in three volumes—the poetical works of Hemans, Heber and Pollok—and later in his lake home Ossian, of which he became inordinately fond. His liberal liking for the English poets did not, however, include Shakespeare for whom he admitted no taste at all. When he was seven years old, he had regularly attended a literary society in West Springfield, an interest which was further cultivated in the Cedar Lake Lyceum and later in Cedar Lake's Belles Lettres Society.

After the further classical study demanded for college entrance, he matriculated at Franklin College in 1848. Long in advance of the regular course, he was graduated with a B. A. degree in 1850 and began teaching at once at the Hendricks County Seminary in Danville, Indiana. In 1851, while principal of Grove Hill Male and Female Academy in Clarke County, Alabama, he specialized in English grammar and prosody and in three years after graduation received his M. A.

In 1860 a new course of study was taken up at the Newton Theological Institute in Boston. From this he was graduated after three years of diligent application. His formal schooling and the rigorous cultivation of his mind was in no sense finished, but was continued strenuously throughout his life.

His religious life had outwardly begun with his joining of the Cedar Lake Baptist Church in 1845, having been baptized in Cedar Lake according to that church's custom. He was licensed to preach in 1857 and began his many years of active ministry in Danville, Indiana, going shortly after to Clarke County, Alabama, where he married Martha Caroline Creighton in 1855, the daughter of an admirable Clarke County pastor.

He was ordained in Crown Point in 1855 and spent several of the years following preaching in the south. Pastor again in Crown Point in 1863, he augmented his missionary work by the establishment of the famous C. P. Institute in 1865. Six years later it was sold to the town of Crown Point for public school purposes for $3,600. This interesting institution, opened on the site of the present grade school, admitted both boys and girls to four terms of ten weeks each, offering work graded from primary to preparatory—even to three-year college courses for young women. His teaching, like his preaching ability, was marked, his interest in education genuine and unselfish as is shown by this paragraph copied from a current Chicago journal at the time of the sale of the Institute:

If labor for the mind and heart is profitable, if he who trains young minds for activity and usefulness, achieves success, then I doubt not that when the in-

CRAIG'S
CLOTHING . . . For Men

132 South Main St. - Phone 2135
CROWN POINT, INDIANA

WAGNER'S

STANDARD

SERVICE

HUB TIRE SERVICE

GENERAL TIRE DEALER
Recapping and Vulcanizing
New and Used Tires

★

Phone 200

119 S. East St. Crown Point

★

Compliments

of

SCHMAL'S DAIRY

★ ★ ★

MORROW'S

FROZEN CUSTARD STAND

HAMBURGERS - HOT DOGS
POPCORN - ICE CREAM

★ ★ ★

108½ S. Main Crown Point, Ind.

MIKE PETERMAN

OLDSMOBILE

Sales and Service

●

Phone C. L. 2621

CEDAR LAKE, INDIANA

RANDOLPH BODY SHOP

EXPERT AUTO PAINTING
BODY AND FENDER REPAIRING
REFINISHING

●

Phone 43

East Perry Court Crown Point, Ind.

HEATED - AIR CONDITIONED
LARGE RUNS

WESWIND BOARDING KENNELS

on the

Crown Point-Cedar Lake Road

Phone C. P. 843

Mrs. Marguerite Stracke

volved radical of my strange earthly life is solved, the unknown quantities of six years of varied labor here will come out in integers of determinate and real value. The equation is one which no mathematician at present can solve, although he perceives entering into it a minus 1000. To sell was, for myself, financially needful; for the cause of education it was a retrograde movement. There are those whose real interests should have perpetuated such a school as a living power for years yet to come.

Sixty years of teaching is proof of a devoted life, not to mention his work as a missionary pastor, carrying, as Bartlett Wood is credited with saying, the gospel to more in the county than any other minister ever has or ever can. It is as a minister that most of us think of him, a frequent visitor of the sick, a source of practical help to the poor and a comforting speaker at the graves of the dead. As a minister, too, much of his writing was done. Though his history of Lake County credits him with six pamphlets, most of them of a religious nature, Wm. Hamilton, Gary librarian, in making a bibliography for this year's meeting of the Lake County Historical Society, found a total of thirty books and pamphlets, allowing, no doubt, for many more than the recognized six. In fact, his very first writing was a treatise on the "Immortality of the Soul", published in Boston in 1851. Considering his writing apart from his preaching, we, of course, place a constantly increasing value on his historical data, for in it, as we have previously stated he had collected innumerable bits of seemingly unrelated and trivial matter and fitted them carefully into a perfect whole, giving to Lake County a priceless picture of its past.

Besides his thirteen books and his various pamphlets, he is known to have made maps and to have contributed freely to current periodicals, even to have published three himself, one of which—"Our Banner"—was for a number of years the Indiana state Sunday School organ. Often the whole cost of printing, binding and distributing would be his, and though most of his publications brought him some income, his old age, I believe, found him with little to rely on.

Though such an objective sketch as this can scarcely succeed in giving even the frailest outline of the man, there is enough between the lines of his endeavor to catch our imagination—to help us recreate somewhat the fine, unselfish spirit that spent itself as teacher, minister, writer and conscientious citizen in inculcating and perpetuating good. He closes his careful work in the "History of 1884" with these apt lines:

I live for those who love me,
For those who love me true,
For the Heaven that smiles above me,
And awaits my spirit, too;
For the wrong that needs resistance,
For the cause that lacks assistance,
For the future in the distance
And the good that I can do.

FARM BUREAU INSURANCE

AUTO - FIRE - LIFE

The BEST for LESS

2000 NORTH MAIN STREET

Phones:
Crown Point 1029-1312-1028

CROWN POINT, INDIANA

DIAN'S TAVERN

South Side Square

—●—

Phone 3198

CROWN POINT, INDIANA

CROWN POINT TIRE MARKET

L. E. SMITH

Goodyear Tires - Home and Auto Supplies

Farm Tire Service

210 S. Main Crown Point, Indiana

Phone 1103 Residence Phone 2797

PARAMOUNT APPAREL SHOP

Infants' and Boys' and Girls' Clothing

—●—

117 W. Joliet Street

CROWN POINT, INDIANA

Phone 934

SNYDER'S BARGAIN TOWN

PRICES ARE BORN HERE

AND RAISED ELSEWHERE

—●—

Phone C. P. 215

1133 N. Main St. Crown Point, Ind.

OUR AIM

FALVEYS

Store for Men and Boys

Phone 142 107 W. Joliet St.

CROWN POINT, INDIANA

TO PLEASE

FIRST MORTGAGE LOAN COMPANY

REAL ESTATE MORTGAGES

—●—

211 So. Main Street

Phone 593

COZY CORNER

GOOD FOOD AND

FOUNTAIN SERVICE

—●—

200 So. Main Crown Point

LIPAY'S DRESS SHOP

Early Settlers

The names of early settlers of Lake County are taken from the history of that County by T. H. Ball, known as "Lake County, 1872", to distinguish it from "Lake County, 1884".

On October 31, 1834, Solon Robinson of Jennings County, Indiana, came by ox-team drawn wagons loaded with household goods, some tools and farm implements. He settled and built a log hut home on land that is now occupied by the Community Building in Crown Point. His brother, Milo, came in May, 1835. In 1836, they opened and operated the first store and Solon was appointed the first postmaster. As mail carrier, he made occasional trips to and from Michigan City. Solon Robinson owned the first printing press in Lake County and occasionally published a small news sheet for his neighbors. For mutual protection of the settlers' interests against dishonest "land sharks", on July 4, 1836, the "Squatter's Union" was formed at the home of Solon Robinson who was named the "Squatter King of Lake". Solon Robinson died in Florida in 1880 in his 78th year.

Thomas Childers settled on land in "School Grove" near Crown Point Court House in October of 1834. "He came a day or two before me", wrote Solon Robinson.

According to the records of Solon Robinson there was a settler by the name of Ross in the summer of 1834, on section 6, township 35, range 7, and in 1884 James Hill, of Creston, a man of sterling weight of character, stated at the semi-centennial celebration of Lake County, that in February of 1834 he was looking over what became Lake County, and here saw William Ross, whom he had known in Decatur County, Indiana, as a settler here then with his family. So that there is placed here as the name of the first farmer settler of Lake County, not counting those two or three stage-tavern keepers on the beach of Lake Michigan, and as the date of settlement, 1833. William Ross.

For the summer of 1834 there are the names of "William Crooks and Samuel Miller in company, Timber and Mill Seat". Also in the same summer, a man by the name of Winchell commenced a mill near the mouth of Turkey Creek, which he did not complete. William B. Crooks, mentioned above, was from Montgomery County, was located on the same section with William Ross, and became one of the first associate judges in Lake County, elected in 1837. The Claim Register is now the authority.

Settlers in 1834

In October—Thomas Childers.

In November—Solon Robinson, Lumm A. Fowler and Robert Wilkinson, on Deep River.

In December—Jesse Pierce and David Pierce, on Deep River and Turkey Creek, says the Claim Register.

Settlers in 1835

January—Lyman Wells and John Driscoll.

February—J. W. Holton, W. A. W. Holton, William Clark and family, from Jennings County.

March—Richard Fancher and Robert Wilkinson, the latter on West Creek from Attica "Spring", Elias Bryant, E. W. Bryant, Nancy Agnew, widow, and J. Wiggins.

May—Elias Myrick, William Myrick, Thomas Reid, S. P. Stringham, Vermillion, Ills., and Aaron Cox.

June—Peter Stainbrook.

November—David Hornor, Thomas Hornor, Jacob L. Brown, Thomas Wiles, Jesse Bond, and Milo Robinson.

December—John Wood, Henry Wells, William S. Thornburg, R. Dunham, R. Hamilton, and John G. Forbes.

Settlers in 1836

William A. Purdy, New York.
Elisha Chapman, Michigan City.
S. Havilance, Canada.
William N. Sykes.
David Campbell.
W. Williams, LaPorte.
Benjamin Joslen.
John Ball.
Richard Church, Michigan.
Darling Church, Michigan.
Leonard Cutler, Michigan.
Charles Cutler, Michigan.
B. Rhodes, LaPorte.
J. Rhodes, LaPorte.

Best Wishes...

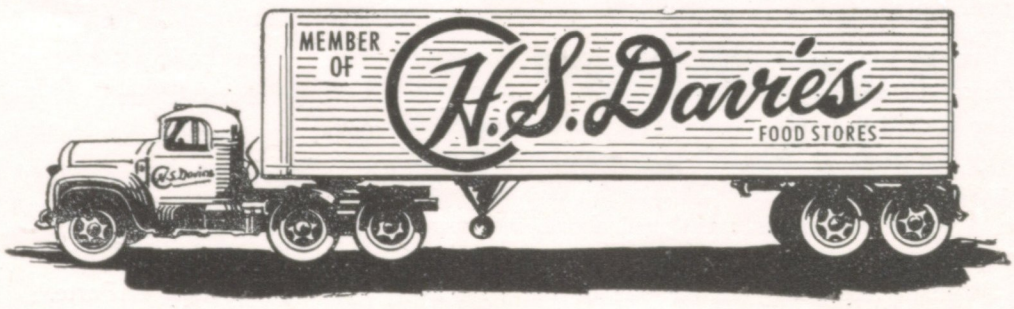
CROWN POINT

on your

125th BIRTHDAY



Scot Lad
Brand Foods



Jacob Van Valkenburg, New York.
James S. Castle, Michigan City.
Hiram Nordyke, Sen., Tippecanoe.
Charles H. Paine, Ohio.
Hiram Nordyke, Jr., Tippecanoe County.
Joseph C. Batton, Boone County.
James Knickerbocker, New York.
John T. Knickerbocker.
G. C. Woodbridge.
H. Bones.
John J. Van Valkenburg.
Horace Taylor.
S. D. Bryant.
Daniel E. Bryant.
Peter Barnard.
Jonathan Brown.
E. J. Robinson.
David Fowler.
Cyrus Danforth.
M. Pierce, State of New York.
Sprague Lee, Pennsylvania.
John A. Bothwell, Vermont.
Peleg S. Mason.
Adonijah Taylor, "Timber and Outlet".

The last according to Claim Register, "May 15th".

John Cole, New York.
F. A. Halbrook, New York.
Stephen Mix, New York.
Silas Clough, New York.
Rufus Norton, Canada.
Elijah Morton, Vermont.
Francis Barney.
Hiram Holmes.
Samuel Halsted, "Timber and Millseat".
Calvin Lilley, South Bend.
Samuel Hutchins, LaPorte.
Jacob Nordyke, Tippecanoe.
Hiram S. Pelton, New York.
Ithamar Cobb.
J. P. Smith, New York, settled July 5th.
Twelve—Dressler.
G. Zuver, Bartholomew County.
H. McGee.
Henry Farmer, Bartholomew County.
William S. Hunt, "blacksmith", Wayne County

George Parkinson.
S. Wilson.
James Farwell.
Abel Farwell.
Carlos Farwell.
M. C. Farwell.
Henry Hornor.
Ruth Barney, widow.
J. V. Johns.
James Anderson.
E W. Centre.
Simeon Beedle.
Isaac M. Beedle.
William Wells.
S. D. Wells.
W. W. Centre.
T. M. Dustin.
E. Dustin, Jr.
E. H. Hitchcock.
O. Hitchcock.
Russell Eddy.
C. Carpenter.
William Brown.
C. L. Greenman.
Charles Marvin.
Mercy Perry, widow.
Peter Selpry.
Jacob Mendenhall.
H. M. Beedle.
B. Rich.
D. Y. Bond.
S. L. Hodgman.
John Kitchel.
Henry A. Palmer.
Paul Palmer.
H. Edgarton.
D. Barney.
William Hodson.
George Earle.
Jackson Cady.
A. Hitchcock.
Edward Greene.
S. T. Greene.
Elisha Greene.
W. Page.
R. Wilder.
R. S. Witherel.
Charles Walton.
William Farmer.
Jonatha Gray.
Nathan D. Hall.
John McLean.
Solomon Russell.
Daniel May.
A. Albee.

Settlers in 1837

James Westbrook.
Samuel Sigler.
John Bothwell.
John Brown.
Henry Torrey.
S. Hodgman.
Joseph Batton.
John Kitchel.
N. Hayden.
H. R. Nichols.
N. Cochrane.
A. Baldwin.
Lewis Warriner.
Josiah Chase.
E. T. Fish.
Charles R. Ball.
John Fish.
Hervey Ball.
George Flint.
Lewis Manning.
Benjamin Farley.
Ephraim Cleveland.
D. R. Stewart.
Timothy Rockwell.
Daniel Donovan.
Jesse Cross.
Oliver Fuller.
E. Cross.
Thomas Tindal.
R. Cross.
Orrin Dorwin.
A. L. Ball.
H. Severns.
William Sherman.
H. Galespie.
J. H. Martin.
John Hack.
T. Sprague.
G. L. Zabriska.
J. Hutchinson.
John Hutchinson.
E. L. Palmer.
Lewis Swaney.
N. Reynolds.
Francis Swaney.
B. Demon.
O. V. Servis.
Joel Benton.
Thomas O'Brien.
John L. Ennis.
Orrin Smith.
Dennis Donovan.
D. B. Collings.
Patrick Donovan.
Z. Collings.
Thomas Donovan.
Dudley Merrill
William Vangorder.
J. F. Follett.
G. W. Hammond.
A. D. Foster.
J. Rhodes.

★ ★ ★

ARAN INN

North Shore - Foster Drive

CEDAR LAKE, INDIANA

★ ★ ★

DEAN'S MARKET

GROCERIES - MEATS

Delivery Service

112 N. Main Phone 505

OAK KNOLL GOLF COURSE

1 mile west of Crown Point

DAILY FEE

Sat., Sun. and Holidays $2.00

Week Days $1.00

J. E. Ryan, Prop.

WALLY'S ELECTRIC REPAIR

117 E. North Street

Phone 725

CROWN POINT, INDIANA

LAKESIDE DEPARTMENT STORE

Albert Schott

●

CEDAR LAKE, INDIANA

Phone C. L. 7576

RAY LISS

Body and Paint Shop

Complete Wreck Rebuilding

and Auto Glass Replacement

Phone 989 Crown Point, Indiana

Compliments of

TIPTON'S MARKET

Bruce and Hazel Tipton

Phone 197

Crown Point, Indiana

KINDBERG'S TAVERN

FISH FRIES FRIDAY NITES

5 P. M. to 10 P. M.

CHICKEN DINNERS - WED. NITES

HOT BEEF SANDWICHES - SAT. NITES

Phone 3154 318 N. Jackson St.

Adam Sanford.
Joseph Jackson.
Charles Mathews.
O. Higbee.
Daniel Bryant.
Hiram Barnes.
Wid. Elizabeth Owens.
Bartlett Woods.
E. D. Owens.
Charles Woods.
N. Pierce.
James Carpenter.
Z. Woodford.
Jacob Ross.
William Hobson.
Patrick Doyle.
P. Anson.
W. J. Richards.

In addition to the above from the Claim Register may be added for December 10, 1836, the name of Benjamin D. Glazier, who then settled at Merrillville, or Wiggins' Point, where some of the family still reside. Also for 1837, the name of John Hack, the first German settler, who, with his large family, settled in the spring near the present town of St. John. Many of his descendants now reside in or near Crown Point. And the names of Peter Orte, Michael Adler, and M. Reder, German settlers, with their families in 1838; who commenced that large Catholic settlement in what is now St. John's Township; and also in 1838, H. Sasse, Senior, H. Von Hollen, and Lewis Herlitz, the first Lutheran Germans, who were followed by many others in what is now Hanover Township.

On March 8, 1837, Henry Wells was selected and commissioned as Sheriff. An election was held March 28 and county officers were selected. Solon Robinson was elected Clerk; Wm. A. W. Holton was elected Recorder; Wm. Clark and Wm. B. Crooks were elected Judges; and Amsi L. Ball, Thomas Wiles and S. P. Stringham were elected County Commissioners. 78 persons cast votes for candidates at this election.

On April 5, 1837, the County Commissioners held their first meeting. They adopted a county seal; divided the county into three commissioners' districts, known as South, Center and North; they appointed J. W. Holton to act as the County Treasurer and Milo Robinson the Trustee of the Seminary (education) fund. They instructed the Sheriff to arrest any person found stealing trees (pine timber) from the public and school lands, especially so off the "sand dunes" along the shores of Lake Michigan southeast of Chicago.

These German immigrants that in those early years came into the different localities of our eight counties from their fatherland, while they could scarcely then have heard of Mrs. Hemans of England, yet soon learned the meaning of what she wrote in her beautiful "Song of Emigration":

"We will rear new homes, under trees that glow
As if gems were the fruitage of every bough;
O'er our white walls we will train the vine,
And sit in its shadow at day's decline;
And watch our herds as they range at will
Through the green savannahs, all bright and still.

All, all our own shall the forests be,
As to the bound of the roe-buck free!
None shall say, 'Hither, no further pass!'
We will track each step through the wavy grass;
We will chase the elk in his speed and might,
And bring proud spoils to the hearth at night."

Perhaps their women may at first have felt, what Mrs. Hemans put for them into her song.

"But oh! the gray church tower,
And the sound of the Sabbath-bell,
And the sheltered garden-bower,
We have bid them all farewell!"

Whatever some of them may have felt they soon here made new homes, apparently, with no regrets. The women and girls soon had their beautiful flower grounds, and all, Catholic and Lutheran alike, had their chapels and churches and bells.

Instead of chasing the elk the boys found plenty of deer and wolves to chase, and some of them made good hunters in our woods.

Many pioneer families came into Lake County in the years of 1838 and 1839, but their names were not found on the Claim Register as its entries did not extend over these years, and it would be quite impracticable to collect many of these names now.

In placing these few hundred names upon this record as pioneers in North-Western Indiana the names of men who came, for the most part, with their women and children, into this then wild region, it is recognized that there were also many others whose names, by some means, have not reached these pages, who were also true and worthy pioneers, doing well their part in laying here the foundations for the prosperity which we now enjoy; and their descendants who may not find their names on these few pages, will surely see the impossibility of any one now securing every name of the settlers between 1830 and 1840, and also they may be sure that to the whole body of our pioneers, the known and the unknown, every rightminded person must feel that, as this century closes, we owe a large debt of grateful remembrance.

Many of the "squatter" families, indeed very many, passed in a few years to the regions further west (these were of a restless class, people who loved frontier life), and there as here helped to prepare

The United States of America

CERTIFICATE No. 16268

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS Wellington A. Clark of Lake County Indiana

has deposited in the GENERAL LAND OFFICE of the United States, a Certificate of the Register of the Land Office at Winamac whereby it appears that full payment has been made by the said Wellington A. Clark according to the provisions of the Act of Congress of the 24th of April, 1820, entitled "An Act making further provision for the sale of the Public Lands," for the South West Quarter of the South West Quarter of Section Twenty Nine in Township Forty two North of Range Nine West of the Second Principal Meridian in the District of Lands subject to sale at Winamac Indiana containing Forty acres,

according to the Official Plat of the Survey of the said Lands, returned to the GENERAL LAND OFFICE by the SURVEYOR GENERAL, which said Tract has been purchased by the said Wellington A. Clark NOW KNOW YE, That the UNITED STATES OF AMERICA, in consideration of the premises, and in conformity with the several Acts of Congress, in such case made and provided, HAVE GIVEN AND GRANTED, and by these presents DO GIVE AND GRANT, unto the said Wellington A. Clark and to his heirs, the said Tract above described: TO HAVE AND TO HOLD the same, together with all the rights, privileges, immunities and appurtenances of whatsoever nature thereunto belonging, unto the said Wellington A. Clark and to his heirs and assigns forever.

In Testimony Whereof, I, James K. Polk PRESIDENT OF THE UNITED STATES OF AMERICA, have caused these letters to be made Patent, and the Seal of the General Land Office to be hereunto affixed.

GIVEN under my hand, at the CITY OF WASHINGTON, the tenth day of May in the year of our Lord one thousand eight hundred and forty eight and of the INDEPENDENCE OF THE UNITED STATES the seventy second

BY THE PRESIDENT. James K. Polk

By A. K. Detrick, Asst Sec'y.

RECORDED, VOL. 31 PAGE 460

W. W. Laughlin RECORDER OF THE GENERAL LAND OFFICE.

the way for the railroad life, the modern life, of this our day. They followed the Indians and the deer toward the setting sun, they tried the large western prairies, and the mountain region, and at last the Pacific slope, but the railroads followed them along, and they rest now where the steam whistles blow but do not disturb their slumbers.

Note:—From evidence of different varieties it is concluded that fully one-half of the early settlers passed out of Lake County betwen 1840 and 1850.

Treaties and Surveys

In 1818 a treaty with the Indians was made at St. Mary's in accordance with which a large tract of land in Central Indiana was purchased and this included at its northern limit what became White County and a part of Jasper. By the terms of another treaty made in 1826 quite a portion of what became Pulaski County was purchased. Some surveys were made in these purchases in 1821 and 1828, but as early as 1821 only a small part of the southeast corner of Pulaski was surveyed. As elsewhere stated the eastern part of the ten-mile strip was purchased in 1821 and the western part in 1826. This narrow strip was surveyed, the larger part in 1829, and the extreme eastern portion in 1830. The purchase made in 1832 at Tippecanoe, was surveyed in 1834. Men employed in this survey were, Burnside, Sibley, Clark, Smith, Biggs, Van Ness, Hanna, Goodnow, Morris, Kent.

What These Early Settlers Found

The following is taken from Lake County, 1884, page 474: "On the farm now owned by J. P. Spalding, near the northwest corner of section 33, township 33, range 8 west, are the remains of two mounds. They have been plowed over for more than forty years, (written in 1884) but human skeltons, arrow heads and pottery are still unearthed, as the plowshare goes deeper year by year. The pottery found is of two varieties." These ancient mounds were perhaps used in later times for Indian burial places.

North of the Kankakee, at what took the name of Wiggin's Point, now Merrillville, in Lake County, was found, in 1834, quite an Indian village. It was called McGwinn's Village. There was a large dancing floor or ground, and there were trails, which were well-trodden footpaths, sixteen in number, leading from it in every direction. The dancing ground, called a floor, but not a floor of wood, is said to have been very smooth and well worn. A few rods distant was the village burial ground, the situation, where the prairie joined the woodland, well chosen. A few black-walnut trees were found growing there, of which very few are native in Lake County, as also there were two or three near an Indian burial place found on the northeastern shore of the Red Cedar Lake.

At this Wiggin's Point burial place the pioneers found in the center of the ground a pole some twenty feet in height on which was a white flag. This was the best known Indian cemetery in Lake County. As many as one hundred graves were there. Some desecrating hands, said to have been those of a physician from Michigan City, took out from the earth here an Indian from about which were a blanket, a deer skin, and a belt of wampum; and with the body were found a rifle and a kettle full of hickory nuts. The pioneers found that some of these Indians had not only the idea of a future life, but that they had received from their white teachers some idea of the resurrection of the body. Some of them preferred not to be placed in the earth, as they were to live again; and some of these early settlers found suspended in a tree, in a basket, with bells attached, the dead body of an Indian child. The writer of this obtained his best knowledge of an Indian cemetery and of Indians lamenting their dead, from a sand mound in Porter County, near the shore of Lake Michigan, which will be mentioned in the account of City West.

Besides the Indians themselves, (and some of them were in contact with the settlers for ten full years) and their gardens, where the Indians cultivated some choice grapes as well as vegetables, and their trails, and camping grounds and dancing grounds, these pioneers found, and the later inhabitants have been finding through all these seventy years, flint and stone instruments of various kinds, evidently the work of human hands. A very little copper, not in its native bed or form, they also found. One of the large collections of arrow heads, spear heads, and various small instruments, whose manufacture is attributed to our Indians, is in possession of the present genial and intelligent trustee of St. John's Township, H. L. Keilman, all, some two hundred in number, having been found on the Keilman farm near Dyer, on section eighteen, township thirty-five, range nine west of the second principal meridian.

It seems desirable that some impression should be upon these pages of the real life of the Indians, as near as it can be obtained from such contact as they had with the whites, thus showing what the pioneers found Pottawatomie customs and ways to be. As, besides other camps and gardens, so-called, in the winter of 1835 and 1836 about six hundred had an encampment in the West Creek woodlands, where deer were abundant, and an encampment was there again the next winter; and on Red Oak Island, where

CLAUSSEN'S

Established 1898

DODGE - DODGE TRUCKS

"Just West of Square"

Phone 111 CROWN POINT, INDIANA

Open Week Days 12 to 8 p. m. Sat., Sun., Holidays 10 a. m. to 8 p. m.

Circle S Rainbow Trout Pond

Charles and Velma Stuhlmacher

Catch all you want, 8c inch - Poles for rent - No License Required - Fish 8 to 12 inches

Baits for sale

Phone C. P. 8002-Y3

1½ Mi. East of Crown Point on Rte. 8 ⅛ Mi. West of Junction 53 and 8

Rust's Nursery

GROWER OF HARDY TREES

Member American Association of Nurserymen
Indiana Association of Nurserymen

Japanese Yews - Magnolia - Roses
Sunburst Locust

Phone Merrillville 9-2821

42 W. 80th Street, U. S. 30 Crown Point, Indiana

Sauzer's and Sauzer's

WAFFLE SHOP

A Congenial Family Restaurant

Serving Home Cooked Dinners, Chicken, Steak and Fish

★ ★ ★

KIDDIELAND

Both located at Intersection U. S. 30 and 41 SCHERERVILLE

they had a garden, about two hundred camped in the winter of 1837 and 1838, and about a hundred and fifty on Big White Oak Island, south of Orchard Grove, and quite an encampment the same winter south of the present Lowell, and a camp of thirty Indian lodges the same or the preceding winter north of the Red Cedar Lake, and many wigwams along the Calumet, and a large Indian village at Indian Town, it is evident that the pioneers had some opportunities to learn something of their dispositions and ways.

The following is from "Lake County, 1872."

"On Red Oak Island they had two stores, kept by French traders, who had Indian wives. The names of these traders were Bertrand and Lavoire. At Big White Oak was one store, kept by Laslie, who was also French, with an Indian wife. Here a beautiful incident occurred on New Year's morning, 1839. Charles Kenney and son had been in the marsh looking up some horses. They stayed all night, December 31st, with Laslie. His Indian wife, neat and thoughtful, like any true woman gave them clean blankets out of the store, treated them well, and would receive no pay. The morning dawned. The children of the encampment gathered, some thirty in number, and the oldest Indian, an aged, venerable man, gave to each of the children a silver half-dollar as a New Year's present. As the children received the shining silver each one returned to the old Indian a kiss. It was their common custom, on such mornings, for the oldest Indian present to bestow upon the children the gifts.

A beautiful picture, surely, could be made by a painter of this island scene; the marsh lying round, the line of timber skirting the unseen river; the encampment, the two white strangers, the joyous children, and the venerable Pottawatomie who, long years before, had been active in the chase and resolute as a warrior in his tribe, bestowing the half dollars and bending gracefully down to receive the gentle kisses of the children. Such a picture on canvas, by an artist, would be of great value among our historic scenes".

The following incidents, from different sources, are all well attested:

Into what became Newton County in the time of the Black Hawk War, about five hundred Kickapoos came from Illinois and stayed for some little time, but gave no trouble to the few whites then there unless whiskey was furnished them.

In the spring of 1837, a party of Indians came to the location of David Yeoman, on the Iroquois, to catch fish. These they took not by means of spears or hooks, but by throwing them out of the water with their paddles. They were economical. They would exchange the bass with the whites for bread and would themselves eat the dog-fish.

North of the Kankakee, near Indian Town, an enterprising settler proposed to plow some ground for planting. To this the head Indian objected, saying that the land was his, and the squaws wanted it to cultivate. This pioneer knew quite well that the squaws would not cultivate very much land, so he said to the Indian man, "I will plow up some land and the squaws may mark off all they want." As he could turn the ground over much faster than could the Indian women, this was quite satisfactory. They marked off the little patches which they wanted, and left a good field for the white man. This incident certainly shows a good side of the Indian character.

As mentioned elsewhere, an early school of La-Porte County, the first in New Durham Township, was taught by Miss Rachel B. Carter, the school opening January 1, 1833. As illustrating the taciturn disposition of the Indians, General Packard gives this incident: "When Miss Carter was teaching this school, Indians of various ages would come to the cabin, wrapped in their blankets and stand for hours without uttering a word or making a motion, while they gazed curiously at the proceedings. Then they would glide away as noiselessly as they came." Other characteristics are illustrated by the following: "Upon one occasion an Indian woman, called Twin Squaw, informed Rachel that the Indians intended to kill all the whites, as soon as the corn was knee high. Rachel replied that the white people were well aware of the intention of the Indians, and taking up a handful of sand, said that soldiers were coming from the East as numerous as its grains to destroy the Indians before the corn was ankle high. The next morning there were no Indians to be found in the vicinity, and it was several months before they returned.

"An Indian told Rachel, at one time, that they liked a few whites with them to trade with, to act as interpreters, and that they learned many useful things of them: but when they commenced coming they came like the pigeons."

A pioneer could appreciate that comparison, but "like the pigeons" is not expressive to those of this generation, to those who never saw a wild pigeon.

Although for a time, on account of Miss Carter's reply to Twin Squaw, the Indians disappeared, in 1836 "some five hundred of them camped in and about Westville."

The desecration of an Indian grave at the Wiggins' Point has been mentioned. "It is said that one

BELSHAW
Elevator Company

GRAIN - LUMBER - FEED

MILLWORK - FERTILIZER - GRINDING

BUILDING MATERIALS

—●—

Phone 4451

P. O. Lowell, Indiana

Belshaw, Indiana

SCOTT
TRAVEL AGENCY



HOTELS - AIRLINES - TOURS

If It's On Earth

We'll Get You There

—●—

For Reservations:

Phone 1135 anytime

113 Perry Court

CROWN POINT, INDIANA

CITIZENS
Federal Savings & Loan Ass'n

Savings Accounts Insured to $10,000.00
By the F. S. L. I. C.

Current Rate on Savings 3½%

MORTGAGE LOANS

★

Phone 258

109 E. Joliet St. Crown Point, Ind.

SCHEDDELL & WENDT BROS.

DRUGGISTS

WALGREEN AGENCY

—●—

CROWN POINT, INDIANA

Established 1882

day, after the robbing of the grave, two Indians armed with rifles came into the field where Wiggins was at work alone. They went to the grave, and sat down their rifles, and talked. Wiggins was alarmed. He conjectured that avengers were near, and he was in their power. The Indians were evidently much displeased, but finally withdrew without offering any violence. Wiggins, who claimed this part of the Indian village, allowed his breaking-plow to pass over the burial ground.

This desecration did not pass unnoticed by the Red men. When, in 1840, General Brady, with eleven hundred Indians from Michigan, five hundred in one division and six hundred in the other, passed through this county, some of both divisions visited these graves, and some of the squaws groaned, it is said, and even wept, as they saw the fate of their ancient cemetery. Thoroughly have the American Indians learned the power and the progress of the Anglo-Saxon civilization, but not much have they experienced of its justice towards them and theirs."

Some other incidents of the life at Indian Town are instructive, taken, as was the last, from Lake County, 1872:

"Simeon Bryant selected that section for a farm, and leaving Pleasant Grove, built his cabin near the village. The Indians at first were not well pleased with the idea of a white neighbor; but the resolute squatter treated them kindly, would gather up land tortoises and take to their wigwams, for which, when he threw them on the ground, the women and children would eagerly scramble; and after he had fenced around some of their cornfields he still allowed them to cultivate the land. This kindness and consideration secured their regard. A father and son from LaPorte County were stopping with this Bryant family while improving their claims, and the daughter and sister, a girl of eighteen or twenty, came out to assist in the housekeeping. She was necessarily brought in contact with the villagers. Among these were two young Indians about her own age, sons of a head man, who were quite inclined to annoy the white girl and play pranks. They would lurk around and watch her motions, and sometimes when she would enter the little outdoor meat-house, would fasten her in. One day, when she was coming out with a pail of buttermilk, one of these young Pottawatomies stood in the doorway, with his arms stretched across, and refused to allow her to pass out. Reasoning and entreaty were unavailing, and as a last resort she took up her pail and, to the great surprise of the impolite young savage, dashed the buttermilk all over him. He then beat a retreat, and left her mistress of the field, with only the loss of one bucket of milk. Some time afterward an errand took her among the wigwams, and at a time, it appeared, when the occupants had obtained some "fire-water". Raising the curtain of their doorway, according to custom, to make an inquiry, the young savages sprang up and threatened her with their tomahawks. She stood and laughed at them, and at length, ashamed perhaps to injure the bold, defenseless girl, they let her pass on and accomplish her errand. This she succeeded in doing, and then returned in safety to the Bryant cabin, glad to have escaped the peril through which she had passed. The heroine of these incidents soon afterward married, and became an inhabitant of Lake, having now several grown up daughters, and being the head of one of our well known and highly respected families.

"A still greater peril was experienced by Mrs. Saxton, who became a resident on the Wiggins' place. Her husband was away, and she was at home with small children. The evening was cold and stormy, and, as it advanced, an Indian called at the door requesting shelter. At first his request was refused, but one of the children pleaded for him; the storm was pelting without, and he was admitted. He was a young man, and unfortunately had with him a bottle of whiskey. He wanted some corn bread. It was made, but did not suit him. He drank whiskey and was cross. An intoxicated man, whether white or red, is an unpleasant guest. A second trial in the bread line was made, using only meal, and salt, and water, which succeeded better. The Indian talked some, sat by the fire, drank. He went to the door and looked out. Something to this effect he muttered, "Pottawatomie lived all around here; white man drove them away. Ugh!" Then he went back to the fire. A little child was lying in the cradle, and he threatened its life. The alarmed mother and children could offer little effectual resistance. But the Indian delayed to strike the fatal blow. At length he slept. Then the startled mother poured out what was left in the bottle, and waited for the morning. The savage and drunken guest awoke, examined his bottle, and finding it empty, said, "Bad Shemokiman woman! Drink up all Indian's whiskey". He then went off to Miller's Mill, replenished his bottle and returned. Sometime in the day Dr. Palmer came along and succeeded in relieving this family of their troublesome guest. The next night this Indian's father came; apologized as best he could; said that was bad Indian and should trouble them no more.

"One pleasant Red Cedar Lake incident may be here recorded. A party of nine, eight men and one squaw, called one morning at the residence of H. Ball, and desired breakfast. It was soon prepared for them, and all took places at the table and ate heartily. At first only the men took seats for eating, but their

COMPLIMENTS OF

Teibel's Restaurant

The Ideal Family Restaurant

Intersection U. S. 30 and 41 Phone UNion 5-6161

Kolar's Upholstery Shop

"We Specialize in Fine Upholstering"

FURNITURE RECOVERING - REBUILDING
REFINISHING - RESTYLING

Complete Selection of Fine Fabrics

Also Pick-Up and Delivery

WE SPECIALIZE IN ANTIQUE CAR UPHOLSTERING AND TOPS

Abrahamson Motor Sales, Inc.

IMPERIAL - CHRYSLER - PLYMOUTH

5850 Calumet Ave. Phone WE 1-2543 Hammond, Indiana

★ ★ ★

Used Car Lot – 6010 Hohman Ave.

★
AMBULANCE
SERVICE
★

MERRIAM Funeral Home

302 South Main
Crown Point, Ind.
•
Telephone 302

Over 100 years of continuous funeral service.

Originally founded by Henry C. Griesel

entertainer insisted that the squaw also should sit down with them. This caused among the Indians no little merriment. They had brought with them considerable many packages of fur, and as they passed out each one took two muskrat skins and laid them down as the pay for his breakfast. They then went into a little store on the place and traded out quite a quantity of fur. After some hours of trading they quietly departed.

"And still further illustrative of the mode of living and customs of these French-taught Pottawatomies, let us look again upon the village and white family at Indian Town.

'A head man resides there called a chief. J. W. Dinwiddie, his father, and sister, are staying with the Bryant family until their own claim is ready for occupancy. The chief keeps a cow, and so do the whites. The chief's wife would bring up their cow, and also would drive along sometimes the other cow, saying as she passed the settler's cabin, "Here, John, I have brought up Margaret's cow". This squaw had quite a fair complexion, was between thirty and forty years of age, in appearance; could talk some English, and was very kind to the whites. The chief's name was called Shaw-no-quak. Here was also a dancing floor. The Indians would form in a line for a dance according to age, the oldest always first, the little children last. They danced in lines back and forth. The old chief, a young chief, and an old Indian sat together and furnished the music. This was made by shaking corn in a gourd. The song repeated over and over the name of their chief. After the dance they feasted on venison soup, with green corn, made in iron kettles served in wooden trenches with wooden ladles. The white neighbors present at one of these entertainments were invited to partake. This the women declined doing, which the chief did not like. And thus he expressed his displeasure: "No good Shemokiman! no good! no eat! no good Shemokiman woman!" Then he would pat S. Bryant and say, "Good Shemokiman! Good Shemokiman! Eat with Indian!"

The Indians here, on the gardens, and elsewhere, lived in lodges or wigwams. These were made of poles driven into the ground, the tops converging, and around the circle formed by the poles was wound a species of matting made of flags or rushes. This woven flag resembled a variety of green window shades seen in some of our stores and houses. The Indian men wore a calico shirt, leggins, moccasins, and a blanket. The squaws wore a broadcloth skirt and blanket. They "toted" or "packed" burdens. The Indians along the marsh kept a good many ponies. These they loaded heavily with furs and tent-matting when migrating. They also used canoes for migrating up and down the Kankakee. The village Indians lost some eighty ponies one winter for want of sufficient food. Those at Orchard grove wintered very well. During the winter the men were busy trapping. Three Indians caught, in one season, thirteen hundred raccoons. They sold the skins for one dollar and a quarter each, thus making on raccoon fur alone $1,625.00. Other fur was very abundant and brought a high price in market. They trapped economically until they were about to leave forever the hunting-grounds of their forefathers. They then seemed to care little for the fur interests of those who had purchased their lands, and were destroying as well as trapping, when some of the settlers interfered.

One of these was H. Sanger. He, in company with some others, went on to the marsh to stay the destruction it was said was there going on. He went in advance of the others after reaching the trapping ground, and told the Indians they must cease to destroy the homes of the fur-bearers. He was himself a tall, and was then an athletic man, and said he, "Look yonder. Don't you see my men?"

They did see men coming, and were alarmed, and mentioned to others the threatening aspect of the "tall Shemokiman".

One Indian burial-place has been mentioned, the one at the McGwinn village. This contained about one hundred graves. Another has also been referred to at the head of Cedar Lake. This one has not been specially disturbed. At big White Oak Island was a third. Here were a good many graves; and among them six or seven with crosses. There were probably others which the plowshares has passed and no memorial of them remains. At Crown Point was a small garden, and on the height Indians seem to have camped, but no burial-place is known to have been found here. A few tomahawks have been found near the present town."

Few of the Indians remained after 1840, except around Winamac, where they lingered till 1844.

To us the Pottawatomies have left their known and unknown burial places, the names of some of the rivers, "and their own perishing memorials and remembrances as treasured up by those with whom they had intercourse." And few of those who saw them at their encampments, on their hardy ponies, in and around their wigwams, and received some of them into their houses, are living now.

It is only justice that the citizens of Northern Indiana, as was written in 1872, should treasure up and transmit to posterity, among their own records, some memories and incidents of the once powerful Pottawatomies.

★ ★ ★

EASTGATE

Dress Shop

★ ★ ★

Geisen

SINCE 1867

FURNITURE Inc.

108 NORTH MAIN ST. PHONE 67 CROWN POINT

HUGO'S AUTO SERVICE, INC.

201 East Joliet Crown Point, Ind.

Phone 278

COMPLETE MOTOR SERVICE

BRAKE SERVICE

CONOCO PRODUCTS

CONOCO

SCHIESSER'S HARDWARE

INDEPENDENCE HILL

★ ★ ★

7726 Taft Street Phone Merr. 9-8612

CROWN POINT, INDIANA

BIEGEL'S

BATTERY AND WELDING SERVICE

Established 1912

CARBURETORS - IGNITION

WILLARD BATTERIES

STARTERS - GENERATORS - MAGNETOS

123 South East St. Phone 77

HOTEL CROWN POINT

Mrs. Y. Amati

Rooms - Hot and Cold Water

Private Baths - Free Parking

●

Phone 3195

114 Nichols

1½ blocks east of Post Office

WHITE-STAR

BEER - WINE

★

Indiana 55

Independence Hill Crown Point

HANDLEY'S

TASTEE FREEZE

—●—

W. JOLIET STREET

Although coming in contact more or less with the Indians for ten years, the settlers here were fortunate, so far as any record has been found, in this respect, that no Indian life was taken by a white man. No murder of an Indian by a settler seems to have been committed, although a settler while hunting came near to taking life unintentionally. What kind of justice would have been administered here in case of the murder of an Indian is uncertain.

Indian Trails

The early settlers found here some well marked or well trodden pathways, trodden apparently by human feet and pony feet, but not by buffalo feet, to which the name was given of "trails".

This word as often used by hunters and frontier men denotes the slight trace that is left where a wild animal or a man has passed but once, and to follow such a trail is not an easy matter; but it is also used to denote a narrow pathway that may have been trodden a hundred or a thousand times.

One well defined trail, called the Sac Trail, as made or was supposed to have been made by the Sacs in journeying from their eastern to their western limit, passed across La Porte, Porter, and Lake Counties, and as the ground was well chosen it became the line, occasionally straightened in the years of advancing settlement, for the main eastern and western thoroughfare from Michigan to Joliet. To see in one continuous line, living and moving westward now, the Indians that during their occupancy had passed along it, and then, after them, the white covered wagons with ox teams and horse teams that from 1836 till even now have passed along that roadway, would be a sight, a procession, worth going many miles to see.

Southwest a short distance, that is, a few miles from Kouts, two trails coming together, crossed the Kankakee River, at a good river and marsh fording place. Traces of some kind of earthworks, covering four or five acres, were found there in 1836, to which the early settlers gave the name of fort, conjecturing that it was once a French fort, when Tassinong first was named. A well-marked trail came up from the Wabash River called the great "Allen Trail", passing near the present town of Francesville, and crossing the Kankakee, probably, at this fording place where the trails just mentioned divided.

These seem to have been the larger trails. From the Sac Trail one led off, passing near the Lake of the Red Cedars and across what was named Lake Prairie, to the Rapids of the Kankakee, where is now Momence. And passing by the old Baillytown one seems to have passed near or along Lake Michigan to Fort Dearborn, now Chicago. Traders, travellers, scouting parties, and frontier-men, passed along these trails before the wagons of the pioneers widened them out with their wheel tracks.

County Organizations

In October, 1836, was held the first Porter County court, presiding judge, Samuel C. Sample. This court was held in the house of John Saylor, in the new county seat, where before the year, 1836, closed, there were, it is said, eight houses, some made of logs and some small frame buildings.

Next in the order of organization was the County of Lake, already named by the Legislature, and declared by an act of Legislature January 18, 1837, to be an independent county after February 15, 1837.

Lake County, therefore, commenced its independent, organic existence February 16, 1837. March 8, Henry Wells was commissioned as sheriff, and an election for county officers was held March 28. As illustrating the mail facilities of those days it is on record that "a special messenger, John Russell, was sent to Indianapolis to obtain the appointment of a sheriff and authority to hold an election. He made the trip on foot and outstripped the mail.

Officers elected March 28, 1837:

William Clark and William B. Crooks, associate judges; Amsi L. Ball, Stephen P. Stringham, Thomas Wiles, commissioners; W. A. W. Holton, recorder; Solon Robinson, clerk; John Russell, assessor.

The county had been divided into three townships, North, Center, and South, before its organization; justices of the peace were elected for each township; "In North Township, Peyton Russell; in Center, Horace Taylor, at Cedar Lake, Milo Robinson; and in the South, F. W. Bryant. At the August election, Luman A. Fowler was chosen for sheriff and Robert Wilkinson for probate judge.

In October of this year the first county circuit court was held by Judge Sample and Associate Judge Clark. A log building, designed for a court house, and long afterward used for that and other purposes, was built in the summer of 1837 by Solon Robinson and his brother, Milo Robinson. In 1839 commissioners appointed, as was customary, by the Legislature, located the county seat at Liverpool, on Deep River, in the northwestern part of the county, on section 24, township 36, range 8, about three miles from the county line and four from Lake Michigan. Dr. Calvin Lilley, on the northeast bank of the Red Cedar Lake, and Solon Robinson, at his village, named

Gateway Motel

Stanley and Sophie Niepokoj

Located on U. S. 30 and Ind. Route 53

Telephone Merrillville 9-2413

---

8 miles South of Gary, Ind., 40 Miles to Chicago Loop

●

Mailing Address

8 West 80th Avenue

CROWN POINT, INDIANA

Breakfast - Luncheon - Dinners

Finest Foods

Wayfarer Inn

Russ, Dot and Sandy Murray

Open 7 Days - 7 A. M. - 9 P. M.

West of Indiana 53 on U. S. 30

"We Specialize in Chicken-Steak and Sea Food"

AIR CONDITIONED

★

Phone Merrillville 9-8348

ROADS - STREETS - SUBDIVISIONS

PARKING LOTS

★

Metz & Sons, Inc.

Merritt D. Metz, Jr., President

GRADING CONTRACTORS

Phone 609

234 Wells St. Crown Point, Ind.

KNIGHT Insurance Agency

212 E. Joliet St. Phone 209

Crown Point, Indiana

"We Insure Everything But The Hereafter"

All Forms of Insurance

AUTO - FIRE - CASUALTY

"Pay By The Month"

at first Lake Court House, had both been applicants, along with George Earle, of Liverpool, for the location. There was so much dissatisfaction among the settlers at the idea of having their county seat in a corner of the county, that a new location was ordered.

In the meantime Dr. Lilley died, and his place came into the hands of Judge Benjamin McCarty, who had been successful in giving a county seat location to Porter County, and was now, with his large family, a resident in Lake. He laid off town lots, called his home town West Point, and was against Solon Robinson a competitor for the new location. But he was not now in the center of the new county, Solon Robinson was; and the commissioners, Jesse Tomlinson and Edward Moore, of Marion County, Henry Barclay of Pulaski, Joshua Lindsey, of White, and Daniel Doale, of Carroll County, determined that this time the location should be in the center of the county. They therefore located the county seat at Lake Court House which soon after took the name of Crown Point. This was in June, 1840. Solon Robinson and Judge William Clark were the proprietors of the new town, which was on section 8, township 34, range 8, as near as could well be to the "geographical center of the county." Area of Lake County, according to Solon Robinson, "five hundred and eight sections of land, about four hundred of which are dry tillable ground."

Our Lakes and Streams

In Lake County are not many lakes. Berry Lake, Lake George, and part of Wolf Lake, are in the northwest; part of Long Lake is in the northeast; the Red Cedar Lake, the most noted one and the most beautiful one, six miles southwest from Crown Point; Fancher Lake, Lake Seven, Fox Lake, Lemon Lake, Lake Dale Carlia, Hermit's Lake, and Lake George (the last three are artificial lakes), are the other lakes of this county, "Cedar Lake" is the name commonly given to the lake named above, called in this work Red Cedar Lake, to distinguish it from a lake in Starke County called Cedar Lake. But to avoid the confusion of similar names the Starke County lake has of late been called Bass Lake. Both these lakes are pleasure resorts. On the Lake County Cedar Lake, also called "The Lake of the Red Cedars", is Monon Park, which may need some further mention. The streams of Lake County are: The noted Calumet, Deep River, Turkey Creek, and Deer Creek, whose waters reach Lake Michigan; and Eagle Creek, Cedar Creek, and West Creek, Stoney Creek, Spring Run, and Willow Brook, also a little stream fed by springs, Plum Brook, the waters of which reach the Kankakee River, and so pass on to the Mississippi.

The Lake Michigan Watershed Line

As we leave the lakes and streams, the natural and artificial water courses, it may be a matter of interest to some, in another generation, to have the dividing line between Lake Michigan waters and Mississippi River waters traced with some degree of definiteness, for the drying up of water courses and the draining by means of ditches have already almost consigned to oblivion the names and the winding beds of some of the small streams that were well known to the Illinois and Indiana pioneers. This line will not be given as though taken from a surveyor's field notes, yet it will be sufficiently accurate for the purpose for which it is here inserted.

The substance of it may be found in a published volume of the papers read before the Indiana Academy of Science, but this is not taken from that volume.

This line, commencing at the head waters of the Des Plaines River in Wisconsin, a few miles from the shore of Lake Michigan, passes southward, winding slightly, passing within eight miles of Lake Michigan, and then, just west of Chicago, passes by the south arm of the peculiar Chicago River, and going still southward passes west of Blue Island eight miles west of the Indiana State line. It then passes southwest around the head waters of Rock Creek and then southeastward around Thorn Creek, which is its most southern point in Illinois and is near Eagle Lake, two miles west of the Indiana line and directly west of the Lake County village of Brunswick and twenty-three miles south of the State line monument on the shore of Lake Michigan. The line now passes northward and enters Lake County in section 36, township 35, range 10, near the head waters of West Creek. It then bears southeastward to a high ridge one-fourth of a mile north of Red Cedar Lake, and passes along a low, curving ridge, on which was once a wagon road and which is the most beautiful and well defined portion of the line in Lake County. It passes now three miles over timber table-land, winding slightly, three miles eastward and nearly two miles south of the center of Crown Point, it passes across section 17, then 16, township 34, range 8, and then south on the east side of the old Stoney Creek. It then passes east across sections 35 and 36 and into section 31, where is now LeRoy. It here turns northward, having reached its extreme southern limit in Indiana, now not quite eighteen miles from Lake Michigan. Winding here around the head of the south branch of Deep River, passing between that and Eagle Creek, bearing eastward, south of Deer Creek, and northward, it leaves Lake County almost due east of the center of Crown Point, distant seven and a half miles and nearly a mile and a half south of its point of en-

JONES BROS. SERVICE

24 HOUR SERVICE

—●—

Phone Merr. 9-8601

Junction Rts. 55 and 30

Compliments

of

CROWN POINT LIQUOR STORE

—●—

Southwest Side of Square

STOCK CAR RACES

EVERY SATURDAY NIGHT

at

BROADWAY SPEEDWAY

on Indiana Route 53

Near Crown Point, Indiana

Haniford's Town and Country Store

O'BRIEN PAINTS - LAWN SUPPLIES

★ ★ ★

Phone 36 113 East Joliet Street

CROWN POINT, INDIANA

GREEN'S TILE AND LINOLEUM

303 South Main Street

CROWN POINT, INDIANA

Phone 1419



WOOD & LUKE

Mobil

and

FIRESTONE TIRES

SACK DRI-GAS AND APPLIANCE CO.

Dri-gas

THE ALL-PURPOSE BOTTLED GAS

301 S. Main St. Crown Point, Ind.

Phone 7

VICK'S LAUNDERITE

229 South East Street

CROWN POINT, INDIANA

●

Phone 1056

trance into the county. It soon passes north of a little lake from which flows Eagle Creek It now passes eastward and then a little south, winding around Salt Creek, three miles and a half south of Valparaiso between ranges 5 and 6, having crossed section 12 in range 5. It passes, now, about due north just east of Valparaiso to Flint Lake, three miles north of the center of that city and the source of its water supply, and winding around the north of Flint Lake it passes on in a northwest direction to Westville, and then passing northeastward to a ridge two miles north of La Porte and eleven miles from Lake Michigan, which ridge is said to be, according to some barometer, two hundred and seventy feet above Lake Michigan. Passing north of the lakes around the city of La Porte, and north of the head waters of the little Kankakee, and near the line of the railroad track, near by the village of Rolling Prairie, passing eastward but a few miles from the north boundary of Indiana, it comes into Portage Township, St. Joseph County, where on the portage between the Kankakee and St. Joseph rivers this notice of it will end.

Here seems to be a suitable place to notice those "lake ridges" which cross La Porte, Porter, and Lake counties, "which are nearly parallel to the present lake shore." According to Professor Cox they mark the ancient shore lines from which, time after time, the lake has receded. Five of these continuous sand ridges Professor Cox has counted. The last one inward is that ridge along which now runs the watershed line, the highest ridge of land in La Porte County. The theory of formation of these ridges is this: That the sand which the dashing lake waves cast upon the beach, sparkling in their apparent playfulness sometimes as they dance along, and then breaking in their fury far up on the beach when the fierce north wind sends them rolling in, in their might, this sand soon becomes dry. "Then the wind takes it and drives it like drifting snow to the first barrier of trees and bushes, when it is checked, and begins to accumulate, forming a ridge. The vegetation, well rooted, reproduces itself, growing to the top as the sand rises, and finally a range of hills is the result of the combined action of wave and wind on the moving particles of sand".

In this way most probably, was that quite large ridge of sand formed at the northeast of the Red Cedar Lake in Lake County by the influence of the strong southwest winds that so often prevail, and not, as some have imagined, by the melting there of some great iceberg.

All the sand ridges in Lake County seem to be due to the action of water, or of wind and water combined. Most of them lie north, but some are south of the watershed.

Professor Cox found no evidence that the lakes around La Porte were ever a part of our Lake Michigan; but that at its southern limit there was the high ridge distant now eleven miles.

Religious History

The pioneer Presbyterian minister in Lake County was the Rev. J. C. Brown of Valparaiso, who made an exploring visit westward in 1840 and reached the home of the Ball family at the Red Cedar Lake, which was then one of the two religious centers of Lake County, and in that home he preached, as it is believed, the first Presbyterian sermon in the county.

He returned to Crown Point, the new county seat, found there two Presbyterian women, Mrs. Holton and Mrs. Fancher, arranged for preaching in the log court house, alternating these with the Baptist pastor, Rev. N. Warriner, encouraging the Union Sunday School which held its sessions in the same room, and there April 27, 1844, he organized a Presbyterian Church with eighteen members. The pastors succeeding him were Rev. William Townley, from 1846 to 1856, Rev. Mr. Schultz, J. L. Lower, A. Y. Moore, S. McKee, Dr. S. Fleming, W. J. Young, J. McAlister, Rev. Carson, B. E. S. Ely, E. S. Miller, L. W. A. Luckey, Ph. D., J. A. Cole, W. O. Lattimore, and the present pastor, Dr. Hearst.

A church building was erected between 1845 and 1847. The last services were held in this building August 10, 1884, when it was replaced by a much larger brick-veneered edifice. Present membership, 74.

The second Presbyterian Church of the county was organized November 9, 1856, on Lake Prairie, in the New Hampshire Settlement, with twelve members. These New Hampshire families had the year before made a setttlement in the heart of the open prairie, a prairie so beautiful that some three years afterwards Professor Mills of Wabash College, having looked over the landscape from a knoll on one of the farms, said: "I have been thirty years in the West and have been in every county in the State, and never but once have I seen so beautiful a view."

Of this church on the prairie Rev. Hiram Wason, then from Vevay, Indiana, but a native of New England, in 1857 became pastor. After seven years of faithful and successful service he resigned the pastoral charge, but continued to reside in the neighborhood where he made for himself and family a beautiful home, and continued to be active and useful until laid aside by the infirmities of age. He died in June, 1898, eighty-three years of age. Some of his successors

Florida's Host to "Miss Crown Point"

the

CARILLON HOTEL

★ ★ ★

Newest and Largest in Miami Beach

All the vacation wonders of the world!

Food is king at the Carillon!

America's greatest vacation bargain!

FUN IS A FULL TIME PROJECT AT THE...

CARILLON

Oceonfront 68th to 69th Streets - - Miami Beach 41, Florida

were B. Wells, Edwin Post, Homer Sheeley, and for thirteen years past until 1898, Rev. J. F. Smith, now residing in Crown Point.

A church building was erected at length, costing fifteen hundred dollars, and dedicated in 1872. This, while a true country church, has been with its large Sunday School, a power for good of no little weight in the southwestern portion of the county. And it is doing no injustice to others to make this record: that the two Presbyterian ministers who have made the largest and most durable impressions for good upon the social and intellectual and religious life of Lake County have been Rev. William Townley and Rev. H. Wason. Were a third name to be added to these two it would be that of Rev. J. F. Smith, who for thirteen years, from 1885 to 1898, has been diligent in school and church work in the bounds of the Lake Prairie Church, who has taken a large interest in the public schools and in the social life of the community. His public addresses on many occasions have been always interesting and instructive.

A third Presbyterian Church was organized in the city of Hammond in 1890. This at once became a city church, erecting a quite costly edifice and entering actively upon church and school life.

A fourth church was organized at Plum Grove, in the south part of the county, with about twelve members, a few years ago, but it has lately been disbanded. It was reported in the Minutes of 1899 and will be found named therefore in the concluding summary.

In 1878 there came to Crown Point a preacher who not long before left Scotland, where he had for several years been holding religious meetings in hamlets and villages and forming congregations of a somewhat new variety. He held some meetings in the Presbyterian Church. In 1879 he came again with a tent, and for a number of days and evenings held tent meetings on Sherman Street. As a result of these meetings a congregation was gathered from the then lately formed "Band" congregation, and from the Methodist, Presbyterian, and Baptist churches. This congregation, not large in number, and having lost some of the original members, has been holding regular meetings ever since.

It is not needful to endeavor to give here their peculiar views, any further than to place on record this statement, that they endeavor "to copy the simplicity of primitive Christianity".

A congregation of the same kind was some years later formed at Lowell, and these of late have held their meetings in the unoccupied Baptist church building. Both of these congregations maintain Sunday Schools.

A third congregation was formed in Valparaiso about the same time that the one was formed in Crown Point.

These are not called churches, yet they seem to have some kind of fellowship with others of the same variety of Christians in Illinois, and some of them unite in an annual meeting in Chicago each fall or early winter. Their historic record is that they have proved to be very quiet, peaceful, pious, useful citizens.

The German Evangelicals.

In 1855 an organization of Christian workers called The Evangelical Association, commenced missionary work in Hanover Township of Lake County. A church was organized and a building erected; but church life soon ceased.

In 1867 mission work was commenced by Rev. L. Willman at Crown Point. In 1874 a church was organized and a building erected. A congregation was gathered east of Crown Point at Deer Creek. Since 1856 about thirty different missionary and resident pastors have labored in Lake County, faithful and diligent workers all, but the membership has not increased for the last sixteen years, continuing to be about forty.

Again and again, in the records of this chapter, the same lesson appears: that there seems to be no need in every place or in every county for every variety of Christians to be represented. There are too many small interests. There is not enough hearty good will and fellowship among the different companies of the Christian army, to enable them to march on, as some of them seem confidently to expect, to the conquest of the world.

Not counted in with any of the twenty varieties of Christian denominations, not numbered with these thousands, yet helping to form with these a little part of the great Church Militant, is a small congregation at Dyer in Lake County, constituting a Protestant Union Church. This church was organized September 20, 1891. A good house of worship was soon built and well furnished, and for now an interesting Sunday School has been kept up and Protestant worship has been maintained. For several months a student from a Methodist seminary at Chicago will be the "supply" for the pulpit, and then for several months a student from a Baptist seminary. But the church is Union, those who had been brought up Lutheran or Reformed, or Methodist, or Congregationalist, or Episcopal, or Baptist, or Universalist, all agreeing to worship and work together as Pro-

ED'S Place

•

BEER - WINE - LIQUOR

•

Phone 3193

118 Clark St. Crown Point, Ind.

Compliments of

Sanitary Dairy

Mr. and Mrs. Ed. Niemeyer

FUEL OIL

STANDARD

FUEL OILS - GASOLINE - MOTOR OIL
GREASE

Prompt Service

Inquire About Our Budget Plan

DUAL METERED DELIVERIES

W. M. (Bill) Young, Agent

CROWN POINT 8

Standard Oil Co.

Bulk Plant - Indiana Ave. and Erie R. R.

Artistry in . . . Flowers

Weddings - Birthdays - Anniversaries

Holidays - Funerals

PLANTERS

•

Flowers Wired Anywhere

FLORISTS' TELEGRAPH DELIVERY
INTERFLORA

Crown Floral

Bonded Member

11 N. Court Crown Point 1361

testant Christians. The town of Dyer is almost entirely Roman Catholic, and they must as Protestants be a peaceful and compact body.

There are in Lake County two other undenominational church buildings, but no other Union organization, and at Kouts in Porter County there is an undenominational church house.

Sunday Schools and Missionaries

Lake County has its Sunday school history for fifty years, from about 1840 to 1890, in a volume of two hundred pages, published in 1891, called "The Sunday Schools of Lake". In that work it is stated: "Wednesday, August 27, 1890, the 25th anniversary of the Lake County Sunday-school Convention was observed, as also the 50th anniversary of Sunday-school work in Lake County. To the observance of this double anniversary this memorial volume owes its existence." As in that volume the Sunday-school history of Lake County is so fully given, but little need be given here; only such statements seem needful here as will give some general idea of Lake County Sunday-schools in connection with the schools in the other counties.

The first schools in the county were commenced about 1840 and some of them have been kept up through all these sixty years, while to most of the earlier schools changes came, and year after year new ones were opened.

The Lake County Sunday School Convention was organized at Crown Point in 1865. It held its "First Anniversary" in 1866, and its twenty-fifth in 1890; while the State Convention, organized the same year, in 1865, counted its twenty-fifth annual meeting in 1889. As in the year of this writing (1899) the "35th Annual State Convention" was held at Columbus, the State organization would seem to be one year older than the Lake County organization, which could call this only its 34th annual meeting. The difference of a year in numbering is only a different method of counting. Whether a child born in 1865 would be twenty-five years old in 1889 or in 1890 is not a hard question to settle; but of course an organization may call the day of its organization its first annual meeting, if it so chooses. It does not make it one year old on that day.

The Lake County organization, claiming to be as old in years as the State organization, held its second anniversary in 1867. Two days were devoted to the exercises. On the first day was held a teachers' convention. There were present by invitation, from Chicago, Rev. O. Adams, brother M. W. Smith, a devoted infant class teacher, and Rev. N. D. Williamson. Questions were investigated. How can the churches be more effectually enlisted in the Sabbath school work? What are the duties of superintendents and teachers? An address was given by Rev. O. Adams on "The Art of Teaching", the subject of "Teachers' Meetings" was taken up, and written questions were answered by brother Williamson.

In the evening an address was given by Rev. N. D. Williamson on "Claims of the Sabbath School on the Whole Community".

The next day, which was Wednesday, August 21, 1867, most of the schools of the county met at the Fairground. Addresses to the children were delivered by brothers Williamson and Smith. Rev. Mr. Clarke, of La Porte, spoke on "the best means of reaching the destitution of the county", the Secretary reported the schools of the county, and seven resolutions were presented by Judge Turner, of Crown Point, and adopted. Also two were offered by Rev. T. C. Stringer, Methodist pastor at Crown Point. As showing what the county organization proposed to do, the fifth of Judge Turner's resolutions is here quoted: "That the work of the Lake County Sunday School Union is, the establishment in every school district in the county, of a Sabbath school, for winter as well as summer, furnished with blackboards and all suitable requisites".

The sixth resolution had reference to township organizations, and the seventh to sending out a Sunday-school missionary. In adopting these resolutions, and in undertaking this work, it is evident that the Sunday-school workers of Lake County had, as early as 1867, some fair ideas in regard to Sunday-school work.

The presidents of the convention for twenty-five years were Judge Hervey Ball, who lived to be about seventy-five years of age, Rev. H. Wason, who lived more than eighty-three years, Rev. R. B. Young, seventy-five years of age, Rev. Dr. Fleming, age at death unknown, Judge David Turner, seventy-three years of age, Hugh Boyd, of South East Grove, still living, between eighty and ninety years of age, J. L. Worley of Lowell, still living, seventy-nine years of age, A. A. Winslow, now American Consul in Belgium, and Cyrus F. Dickinson, of Lowell. First Secretary, Rev. J. L. Lower; second, Rev. T. H. Ball, from 1866 to 1877; third, Professor O. J. Andrews; fourth, Rev. T. H. Ball, from 1879 to 1890; in all twenty-two years.

Besides the regular convention meetings each year, institutes have been held along the lines of these years by the county secretary, aided by others, at the Butler School, at Ross, Merrillville, Hammond, Hobart, Lake station, Hurlburt Corners, Leroy, Eagle Creek, Plum

Congratulations from

Lake County Farm Bureau Coop Assn., Inc.

With Branches at

CROWN POINT, LOWELL, LEROY

Petroleum at Crown Point

★ ★ ★

ON

Crown Point's 125th Anniversary

WARDS

MONTGOMERY WARD

AMERICA'S SHOPPING CENTER

You Never Had Shopping So Easy

Shop Ward's Catalog at Home - By Phone

PHONE C. P. 2600

105 NORTH MAIN STREET

Grove, Orchard Grove, South East Grove, Lowell, Pine Grove, Creston, and Crown Point.

In about 1890, when the work of organizing schools was about completed, there were reported forty-five "schools of the present", also forty-five "schools of the past", and twenty-two schools not connected with the County convention, Catholic, Lutheran, and Unitarian.

On Wednesday, August 29, 1894, "The Lake County Sabbath School Convention" was changed to "The Lake County Sunday School Union." "A new constitution was adopted and allegiance to the State Association was pledged. This action marks an epoch in the Sunday School history of Lake County. It certainly did mark quite a change in some respects. A new name, a new object, a new constitution, and a new time for holding anniversary meetings. The old organization continued for twenty-nine years and then came to a sudden and unexpected close. The new one has not enlisted the interest of many of the schools of the county. What it may do remains to be seen.

Villages, Towns and Cities

On Colton's Map of Indiana, compiled from "authentic sources," published in 1853, among other towns located upon it may be found these five: Chicago, Indiana City, Liverpool, City West, and Michigan City. Indiana City was at the old mouth of the Calumet, on the shore of Lake Michigan, town lots having been there laid out and that name having been given to the place by a company of men from Columbus, Ohio. No evidence has been found that it ever had any inhabitants; but the statement may be taken as quite reliable, that in 1841 the place was sold for fourteen thousand dollars. It seems to have been made a city on paper, in 1836.

In this same year, or perhaps in 1835, John C. Davis and Henry Frederickson, of Philadelphia, and John B. Chapman called a Western man, laid out some town lots for a new city on Deep River, near its union with the Calumet, and to this was given the aspiring name of Liverpool. In 1836, for three days, lots were sold, and the sales amounted to sixteen thousand dollars. A deed of nine of these city lots, written by John B. Niles, then an attorney, acknowledged before Judge Samuel C. Sample, was preserved for many years by John Wood, the builder of Wood's Mill on Deep River. He and a friend bought lots amounting to two thousand dollars. As early as 1835 or 1834 a ferry boat had been placed on Deep River at this locality, the "pole bridge" in Porter County being then the place for crossing the Calumet.

In the year 1836, George Earle, of Falmouth, England, came with his family from Philadelphia, settled at this new city of Liverpool, and having quite an amount of means, soon became the owner of a large part of the surrounding territory. His large ownership of so much of Lake County, then wild land, laid the foundation for the large wealth of his son, John G. Earle, now of Chicago. For some time the stage line, started in 1833 along the beach of Lake Michigan from Detroit to Chicago, had its route of travel changed to pass through Liverpool, perhaps, in 1836; but, probably finding too much deep sand to pass through, the stage line of travel was put back upon the more northern road.

This Liverpool on Deep River, some four miles from Lake Michigan and three from the Porter County line, became the county seat of the new Lake County in 1839. It would seem almost needless to state that it did not there long remain.

It is worthy of note that the land, on which this first county seat was laid out, was an Indian reservation, or perhaps, more accurately, was land selected under an Indian float. "In the Recorder's office is a copy of the patent, signed by Andrew Jackson, President of the United States, June 16, 1836, conveying to John B. Chapman section 24, township 36, range 8, being 603.60 acres in accordance with the third article of the treaty made on the Tippecanoe River with the chiefs and warriors of the Pottawatomies in 1832".

This same John B. Chapman also bought of Re-se-mo-jan, or Parish written also Parrish, as the deed says, 'once a chief but now an Indian of the Pottawatomies,' section 18, township 36, range 7, for which he paid eight hundred dollars. It would have cost him from the United States Government just the same. These sections, with some ten others, including the localities where are now Lake Station and Hobart, came into the hands of the final proprietor of Liverpool.

In Lake County are now two incorporated cities, Hammond and East Chicago, and four incorporated towns, Crown Point, the county seat, Whiting, Hobart, and Lowell; also twenty-two other towns and villages; making in all twenty-eight, and with two post-office stations not yet exactly villages, Lottsville and Winfield, making thirty town localities for Lake County.

Brief notices of these are here given. The order is one of convenience rather than of age, size, or comparative importance.

1. Dyer. Population 400—A settlement was quite early made near the Illinois line on Thorn Creek, where is now the town of Dyer. In 1838, a tavern or hotel, the first "State Line House", was there. In 1855, there were two places where travellers

ELMER A. LOTTES

GENERAL CONTRACTOR

COMMERCIAL - STORE FRONTS
RESIDENTIAL - REMODELING

758 South Court Street — Phone 911

Compliments of

Clark Transport Company

★ ★ ★

Post Office Box 395 — Chicago Heights, Illinois

Complete Line of Fixtures and Wiring Devices
Can be Seen at 800 Merrillville Road

Crown Point Electric Service

Residential and Commercial Wiring - Electric Heating

907 — PHONES — 1658 — CROWN POINT, INDIANA

Clark Oil Company Inc. PORTER AND THOMAS STREETS • • CROWN POINT, INDIANA *Phones 330-331*

Mobil

could stay, and a few other houses. In 1857 was opened a store, and village life commenced.

About 1855, A. N. Hart, who had been a book publisher at Philadelphia, settled with his family, three sons and one daughter and his wife, on the State line at Dyer. His enterprise and business operations contributed largely to the building up of the town.

His business manager for many years was Henry J. Prier, a young man of large business qualifications, of integrity, and fidelity. His management was excellent. He afterwards was connected with the McCormick Company in the sale of agricultural implements, and is now doing business in the same line at Indianapolis, where he has a pleasant residence with his wife and two daughters just east of the city limits.

A. N. Hart, besides carrying on through others a large business in Lake County, for some years was engaged in real estate business in Chicago. He had entered and purchased a large amount of what was called swamp land, east of Dyer and elsewhere in the county. In 1892 he held some fifteen thousand acres and its estimated value was one-half million of dollars. One thousand acres of it was sold in 1891 or 1892 for one hundred thousand dollars. A big ditch leading out of Dyer, extending five miles to the Calumet River, is known as the Hart Ditch, and it quite effectually drained what was once called Lake George, lying between Dyer and Hartsdale and Schererville.

Adding much to the business life of Dyer were also the Davis families, from England, settling later, one of the three brothers, George F. Davis, becoming one of the large stock raisers of the county.

In 1898 was erected a large, substantial and fine looking brick school house, with two stories and a basement. There are two church buildings; one a large Roman Catholic; the other a small, neat Protestant church.

There are two quite large stores, one is a brick building owned by L. Keilman & Son; the other is a frame building, proprietor, A. W. Stommel.

The great industry is the creamery, commenced in 1893. In 1899 the average amount of butter was about four thousand pounds a month, the average price about twenty cents a pound, and there was paid to the farmers for milk an average of one thousand dollars each month.

Dyer has had many years a stream flouring mill, but it is not doing so much work as in former years.

This has been a large shipping point, situated on what is called the Joliet Cut Off, connecting with the Michigan Central at Lake Station. The Elgin Belt Line also now runs parallel with the Cut Off from Joliet to Griffith, and then passing east to Hobart.

2. Schererville. Population estimated at 250—Near the eastern limit of the southern ridge of sand that extends out from Dyer into Lake County, on a slightly curving road that marks the line, to some extent, of the old Sac Trail, is the village that bears the name of one of its early settlers. Along the wagon road, along that slightly curving ridge of sand that seems once to have been washed by the waters of Lake Michigan, thousands of emigrants have passed, on their way to the westward. This was for many years the great thoroughfare for western travel. Coming from the eastward through La Porte and Valparaiso then on the line of the old Sac Trail, crossing Deep River at Wood's Mill, now Woodvale, and then passing Wiggins Point, now Merrillville and going out of Indiana at Dyer, the lines of white covered wagons passed on to Joliet. Only those along that road, which was four miles north of Crown Point, had much idea of the amount of travel that passed over it.

In 1866 village life at Schererville commenced, and for a time its growth was rapid. It now has two stores, a large, two story brick school house, and a large Roman Catholic Church building. Sixty families are connected with this church.

3. St. Johns, or St. John. Population estimated 250.—The post office department name for this place is "Saint John". In the county usage is divided. Some write St. John and some St. Johns. For euphony's sake the added "s" seems desirable. Southeast from Dyer four and a half miles village life commenced about 1846. Like Schererville, it is a Roman Catholic town. It has a large brick church, and had, about 1870, the largest Sabbath morning congregation in the county. It is near where the first German immigrant in the county setttled, John Hack, and near where was erected in 1843 the first chapel.

The leading business men here are, Keilman, near the church, and Gerlach, near the station. Both of these men have done a large amount of business.

A large creamery has for several years been in successful operation changing milk into excellent butter. St. John is distant from Crown Point six miles.

4. Hanover Center, population about 50 commenced village life in 1855. H. C. Beckman opened here a quite large store, but afterward removed two miles west. There is still a store here; a large church, (known as the Church of St. Martin, connected with which are five acres of land and a cemetery, also a good parsonage), is a center of religious life in Han-

RON'S SAVE MORE SERVICE

•

CROWN POINT, INDIANA

Walter Cook Insurance Agency

STATE AND FEDERAL TAX SERVICE

MERRILLVILLE, INDIANA

Mailing Address

7195 Broadway — Crown Point, Ind.

Ph. Merr. 9-2387 — Ph. Gary 7-9-2387

REILLY CONSTRUCTION CO.

MASON AND GENERAL CONTRACTORS

—•—

119 North Ridge Street

C. P. 1550

SANDY'S CLOVER FARM STORE

WEST SIDE OF LAKE

—•—

Phone C. L. 7240

CEDAR LAKE, INDIANA

PARK PLAZA PHARMACY

John B. Sabo, R. Ph.

7600 South Broadway

Hours daily: 9. A. M. - 10 P. M.
Sundays and Holidays: 9 A. M. - 2 P. M.

MERRILLVILLE, INDIANA

Phone Merr. 9-5311



Compliments of

Schererville Lumber & Supply Co.

★ ★ ★

Phone Davenport 2-5261

SCHERERVILLE, INDIANA

GABOYAN PAINT STORE

WALLPAPER - VARIKROM

Also Decorating Service

•

Phone Merrillville 9-2841

40 West 73rd Avenue

CLAUSSEN'S

TOYS

DU PONT PAINTS - GIFTS

111 W. Joliet Street

Phone 3086 Crown Point

over township; a school house is near; and other buildings belonging to a village, help to keep up civil and social life.

5. Brunswick, population about 65, two miles from Hanover Center and ten from Crown Point, and one from the Illinois line, began to be a business center when a store was established there in 1858. For many years H. C. Beckman carried on here a large business, for a country store, having bought in a single day three thousand and seven hundred eggs and about three hundred pounds of butter. After his death, in 1894, his son, John N. Beckman, continued the same business, both father and son having been for some years interested also in raising Jersey cattle and in other home pursuits.

6. Klaasville, population about 50, some twelve miles from Crown Point, is a true Lake County village on the Grand Prairie of Illinois. It is a half-mile or less from the State line, and is on a prairie eminence from which a view can be obtained as far as the eye can reach, over that broad prairie that extends to the Mississippi River. H. Klaas settled there in 1850, a solitary German for a time. And as other families settled around him, and school and church life commenced, the locality became Klaasville.

These three places, Hanover Center, Brunswick, and Klaasville, are on no railroad and their growth is slow.

7. Creston, population about 75, is on the Monon line of railroad, one mile south from Red Cedar Lake, and one-half mile west of the early center, where, in 1850 or earlier, village life commenced with a store, a post-office, a blacksmith shop, and a school house. At that school house the Cedar Lake Sunday School and Cedar Lake church held their meetings for some years, the post-office also bearing the same name, Cedar Lake. There were several families on their farms within the distance of a mile, but no compact village. At the railroad station, now called Creston, are two stores, a church, and a good school house. There are near the station, about eighteen families. The families of this community are largely connected by blood relationship and marriage, being decendants of the large Taylor and Edgerton families that were pioneers in 1836 on the east side of the lake. Some grain is bought at Creston for shipment and there is a hay barn where large amounts of hay have been bought, pressed, and from which it has been sent to the great markets of the country. John Love ships the hay, and A. D. Palmer and Cassious Taylor are the merchants.

8. Shelby. Population 250—In July, 1886 there was laid off into streets, avenues, and town lots, by a surveyor, under the direction of William R. Shelby, President of the Lake Agricultural Company, the southwestern quarter of section 28, township 32, range 8, and ten acres joining this on the northeast and fifteen acres of section 33, on the southeast, and the whole was called "The Village of Shelby". But village life, several years before, or soon after 1882, had already commenced, and the "Big House" was built, ice houses were put up on the river, the south adjacent area being then called Water Valley, and a large boarding house was opened by the Fuller family. Slowly for a time, in the last few years more rapidly, improvements were made and new families came in; and now Shelby has a large hotel building, two stores, also the Fuller Hotel, and a good school house with two rooms and two teachers. Hay, gathering mushrooms, milk, putting up tortoises, ice, have been the paying industries, and now has commenced sugar beet culture.

9. Le Roy. Population 100—The railroad station bearing this smooth-sounding name is about six miles southeast from Crown Point. It was started as a shipping point when the Cincinnati Air Line, now called Pan Handle or Pennsylvania Line went through Lake County in 1865, and a good shipping point it has proved to be. While supporting only three stores and containing about one hundred inhabitants, it has a good brick school house, two good church buildings, one Methodist, one United Presbyterian, maintains two good Sunday schools, has no saloon, and there were shipped from August, 1898 to August, 1899, fully four thousand tons of hay and a large amount of grain. Love Brothers alone ship over three thousand tons of hay. Le Roy has been growing in the last few years and it is surrounded by a growing hay and grain region.

10. Merrillville, population 100, at first called Centerville, was one of the early villages of Lake County. Started as a center of settlement, and so called Centerville, by a few families who settled on and around the old Indian village locality known as Mc-Gwinns, among these the Zuvers, Pierce, Glazier, Saxton and Merrill families, and J. Wiggins without a family, it received its later name from the Merrill families, who soon became prominent in the growth of the village. From Wiggins, who made his claim where the Indian dancing floor and burial ground were, which became soon the home of the family of Ebenezer Saxton, the woodland grove was called Wiggins' Point. This lone man died in the summer of that very sickly season, the year 1838, and his name has not been perpetuated. A few yet living have heard of Wiggins' Point.

Congratulations

CROWN POINT

on your

125th ANNIVERSARY

★

We are proud to have been

a part of your

Growth and Development



NORTHERN INDIANA *Public Service* COMPANY

The growth of the early Centerville was slow. When the railroad came they passed west of it, and north of it; but at length its citizens determined to make a neat town of it without a railroad. A good two story brick school house was built, and then a brick church, and some dwelling houses of better style than the first ones, houses of modern style, were erected, a cheese factory was established, and with one store, one hotel, and food-mill, containing now thirty families, Merrillville has become one of the substantial inland towns of the county. In school, Sunday school, and church life, its citizens take good rank. A macadam road now passes through it from Crown Point, through Ainsworth and Hobart and Lake Station, to the beach of Lake Michigan.

11. Palmer, population 85, is on the Chicago & Erie Railway, one mile from the Porter County line. It received its name from Dennis Palmer, who was a farmer in that locality for many years, now residing in the town. It became a station and so village life began in 1882.

It has a good brick school house, no church building, two stores, and is a place of some business.

12. Woodvale, population 50, became the early home of John Wood and family his own date being 1835, the family a year or two afterward. In 1837, a saw-mill was put in operation and in 1838 the grist-mill commenced its busy work, the only one for very many miles in any direction. This mill did for many years a large custom work. It finally became a large merchant flour mill.

Members of the Wood family have been for these sixty-three years the principal inhabitants of what may be called the family villa. Some of the second and third generations are carrying on the mill and other business interests now. The brick residence of Nathan Wood, the oldest son of John Wood, was considered to be in 1872 "one of the most city-like dwelling houses in the county". The Wood family came from Massachusetts and brought with them New England intelligence and cultivation. Mrs. Wood, a very estimable woman, was a cousin of that Sarah Hall, who became the noted missionary Mrs. Boardman, and afterward the second Mrs. Judson.

The quarter section of land on which was the mill seat, the northeast of section 21, township 35, range 7, was patented as an Indian reservation to Quashma, and cost Mr. Wood one thousand dollars. He refused to lay out and sell any town lots, designing in that way to keep out saloons, and in that he was in his lifetime very successful.

13. Ainsworth, on the Grand Trunk railway, becoming a station in 1880, is quite a shipping point for milk, has some other business interests, with a population now of about fifty, fourteen families. It has a school house but no church.

14. Griffith. Population estimated 100—This new railroad town had a good start. Founded by Jay Dwiggins & Company, then of Chicago, where the Chicago & Erie, the Grand Truck, the Joliet Cut Off, and the Elgin Belt Line roads all crossed, the grandest railroad crossing in Lake County, about halfway between Crown Point and Hammond and at the time of a great real estate "boom" as it was called, in the north part of the county, some two years before the Columbus Exposition of 1892 and 1893, it had for two of three years a remarkable growth. Dwelling houses, business houses, factory buildings were erected, and it seemed for a time that it would become a city indeed. Work commenced in some of the factories, furnishing employment for many persons; two church congregations were organized and two Sunday schools, one a Methodist and one Baptist, a Good Templars' Lodge was started, hundreds of people were there, and the prospect for permanency was promising. But some disappointments began to come; the large works stopped; something evidently clogged the wheels of progress; and soon many of the inhabitants scattered almost as rapidly as they came.

To the staid dwellers at Crown Point, who had seen their town growing for fifty years with the slow growth of a burr oak, a gnarled one even and knotty, it seemed astonishing how, for a time, Griffith did grow; it seemed almost magical how large buildings went up and people came flocking in; but the growth was more like a vine than an oak, more like Jonah's gourd vine "which came up in a night, and perished in a night". It seemed for some years that Griffith was almost deserted, but those connected with work on the railroads remained, a few other families remained, and for the last two years the place has assumed a more cheerful and promising aspect. There are two or three small stores; the school is prosperous; its location is good; and it may yet become quite a town.

15. Ross. Population 75. As a village Ross dates from 1857. It is a station on the Joliet Cut Off road. An area of land consisting of forty acres on the south side of the railroad was laid out into town lots. For many years it was the residence of Amos Hornor, Esq., one of the noted pioneers of Lake County, whose early claim was in the edge of the West Creek woodland, known for some years as the Amos Hornor Point. At Ross also resided for a number of years, from 1860 until his death at an advanced age, the Rev. George A. Woodbridge, a pioneer minister, one of the most thoroughly educated



Congratulations

CROWN POINT

Steele's Amusements, Inc.

R. R. No. 4, Valparaiso, Indiana

"The New Show - The Show Beautiful"

Presenting the Finest in Clean Outdoor Attractions for

AMUSEMENT LOVING AMERICANS

Committees And Sponsors - Make Your Profits Increase With Our New Rides and Shows

Congratulations to Crown Point

on its One-hundred Twenty-fifth Anniversary

★ ★ ★

CARROLL

Chevrolet

(Where Customers Send Their Friends)

ROOT

FONE FOUR • CROWN POINT

Lumber Company

Building Headquarters • SINCE 1892

that Lake County has ever had, a native of Connecticut, a graduate of Yale College, the possessor of a large library, who first made his Lake County home on Eagle Creek Prairie, near the present village of Palmer, in 1839. One of the Haywood families and also the Holmes family, were residents at Ross for several years, and there a peculiar religious interest was awakened in 1876, which will be elsewhere noticed. Yet while a place of note in the county it has never attained much size. It has one store, a school house, and a church building, and quite a number of dwelling houses, but is not a place of much business. Some descendants of the early families still remain and school and church life prosper.

16. Highland. Population 50, is on the grand sand ridge extending from Lansing, in Illinois, almost directly east near to Hobart, and on the line of that early stage road that passed from Liverpool westward to Joliet and northward to Chicago. A few residences were in pioneer times along that sand ridge and that road, but no village life commenced until the Erie and Chicago road established a station where the road builders cut through that broad ridge of sand (on the south of which was the Cady marsh and on the north the Calumet bottom lands or broad valley), in 1882. A store and post-office, a good brick school house and two churches, twelve families, and a factory make the present village of Highland. It is distant from Hammond about five miles. Two miles north is Hessville, and in high water time the flood water of the Little Calumet covers nearly all the ground between. It is one broad sheet of water, like a clear, silvery lake. Highland, and the neighborhood east of it are now, in 1900, growing with much promise.

17. Passing west from Highland three miles, having crossed the second cut in the sand ridge through which the Hart ditch has worn a deep gorge-like channel, one will find the line of settlement of the Hollander village fully commenced, a village of one street, four miles in length, along which reside sixty-four Hollander families; and from the school house, post-office, and store in the center bearing the name of Munster, the whole line, four miles in length may be called the village of Munster. The founders of this Hollander settlement, Dingernon, Jabray, with his family, three sons among his children, Antonie Bonevman, his son-in-law, Eldes Munster, with two sons, Jacob and Antonie Munster crossed the Atlantic in the summer of 1855, in the ship "Mississippi", landing at New York, and in August reached Lake County. The large Swets family and many others followed, until sixty or more families, with about one hundred and fifty children, now comprise this Hollander-American village of Munster. On the long street there is another store and, as a matter of course, a church. The building was erected about 1876. Value of church property, including parsonage, $1,500.00. It is a beautiful walk from Lansing, just over the State line, eastward to the school house, the broad sand ridge on the south, the rich Calumet valley on the north. This land the villagers cultivate, raising large crops of vegetables for the city markets. It is not a manufacturing nor a commercial, but an agricultural village. The passing stranger might well call it a "Happy Valley". Across this village street, one-half mile from the Illinois line, passes the "Monon" railroad making the third cut through this broad ridge of sand (a ridge covered with a growth of wood), and thus giving some railroad facilities without a regular station to these industrious and thrifty Hollanders.

18. Hessville, population 80, on what is often called the Nickle Plate railroad, is on a broad belt and ridge of sand north of the Little Calumet. Joseph Hess, a German, settled in that locality in 1850, just as pioneer life was closing, but before railroad possibilities were imagined; before, long before, anyone could have believed Hammond, East Chicago, and Whiting, to become realities before the nineteenth century closed. Its first half was closing then. Joseph Hess kept and raised cattle. He opened a store in 1858, for the Michigan Central railroad had passed one mile north of him. Through deep sand for a mile he "carted" his goods, but not on a cart. Families gathered around him. In about twenty years his village contained twenty families. He was elected township trustee of North township, which then extended to Porter County north of the Little Calumet, and became the head man of that township, his little village its capital, his will controlling affairs almost as though he was a king. The families of the township were mostly German immigrants, late arrivals, and as late as 1872 it was true, as was then written, "the most of North township is as yet sparsely inhabited". His office and his large control, Trustee Hess held for many years, until Hammond became quite a little village, and then the influence and importance of Hessville began to decline. It had a dangerous rival and was in a few years entirely eclipsed. When the young Hammond began to grow Hessville was a center of influence no more. In 1872, in the school at Hessville, a two-story house, there were some seventy pupils. The school declined, but still continues. Hessville still has a store. It is a station on the railroad, and several German families still there reside. The village is Lutheran.

19. Lake Station, population 100, owes its existence to the Michigan Central railroad. It is there-

Woodburn Bros. Auto Supply

COOPER TIRES
WALKER MUFFLERS
SHUR-BOND BRAKE SHOES
FRAM & WALKER FILTERS
BATTERIES
FUEL PUMPS
ACE GENERATORS

West Side of Cedar Lake — Phone 7086

DIAMONDS - WATCHES - RINGS
MOUNTINGS - SILVERWARE - LUGGAGE
COSTUME JEWELRY - ACCESSORIES

TED'S Watch and Jewel Shop

EXPERT WATCH AND JEWELRY REPAIRING

2 Doors North of Main Post Office

TED C. MIOFSKY
Registered Watchmaker, License No. 2963

CEDAR LAKE, INDIANA

FRANCIS W. BIEKER

GENERAL CONTRACTOR

CUSTOM BUILT HOMES
FARM BUILDINGS
COMMERCIAL BUILDINGS
REMODELING

522 E. SOUTH STREET — PHONE 1338 — CROWN POINT, INDIANA

"Say it with Flowers"

Lake County Greenhouse Corp.

FLORIST

★

905 E. North St. — Phone 2710 — Crown Point, Indiana

fore nearly fifty years old, and while for a time it was one of the great shipping points of the county, when there were only three, after other roads were built it lost its early importance and having no special interests to promote its growth it failed to make much growth. It has a good school house with two teachers, it has two church buildings, one Roman Catholic and the other Protestant, and one store. Some good families reside here.

20. Miller's Station, population 80, on section 6, township 36, range 7, is a station on the Michigan Southern and Baltimore and Ohio roads, near the northeastern corner of Lake County. For many years its growth was very slow, putting up ice in the winter and shipping it in the summer having been its principal industry. It is one mile from Long Lake, a mile and a half from Lake Michigan, with large sand hills on the north. Of late years it has improved very much. A gravel road was made from Hobart through this village to Lake Michigan, a good church has been built and a good school house, and its intelligent and enterprising merchant, C. F. Blank, has a large store and is prospering in his business. The village is mainly Swedish Lutheran. Some Germans, and some are Americans. All are true American citizens. Shipping sand from the large banks nearby is a profitable industry. About a mile and a half southwest from Miller's Station, on the road to Tolleston, are the Etna Powder Works, on section 12, where several men find employment, and where some sad explosions have taken place.

21. Tolleston, population 500 — This is a German Lutheran town, founded about 1857, on the Michigan Central and Fort Wayne roads, is due north from Crown Point twelve miles, but the distance by a wagon road is about sixteen miles. It has two school houses, one parochial and one public, a large Lutheran church and parsonage, a number of well-built dwelling houses, and some good-sized business houses. In 1872 the number of families of the Tolleston community was eighty, and there was paid out to the workmen there about two thousand dollars each month. The number of families is now ninety-five, by actual count.

22. Clarke in the southwest quarter of section 31, township 37, range 8, on the Grand Calumet, nearly two miles from Lake Michigan, is a station and village on the Fort Wayne railroad, one mile north and two miles west from Tolleston. Its main industry is putting up and shipping ice. From this place some interesting relics of the past were sent to Crown Point for Lake County's semi-centennial celebration in 1884, consisting of two pieces of bone, about four inches in length, taken out in 1882, with an entire human skeleton, from about two feet beneath the surface where men commenced digging a well. The Clarke of 1872, dating as a village from 1858, had that year sixteen families, with a population of about sixty. It has made very little growth since. It now has twenty-three families. Population 105.

North of Clarke one mile is a station on the Michigan Southern road called Pine. It was not mentioned among the villages of the county as like Edgemoor, on the lake shore three miles west, the resident families are very few. At Edgemoor there is a small school, but none at Pine.

The stations Lottsville and Winfield have been named as localities that might grow into villages, and another name may be added to these, Hartsdale, on the Joliet Cut Off, a railroad crossing near the private stopping place at the Hart farm, now in the hands of Mrs. Malcolm T. Hart, a resident of Crown Point. There are at Hartsdale three dwelling houses and a hay barn, the land around the station being a part of the large Hart estate.

There is a new station, and it may be said a village has commenced its growth, at the crossing, or south of the crossing, of the Joliet Cut Off and Nickle Plate road. It is called a Nickle Plate station and is named Glen Park. Its name indicates a Chicago origin, for Lake County people are not inclined to the name of Park. The population of this young town may be placed at 75. It has not, as yet, made much history.

23. Crown Point, population 2,300 — When "Lake County", 1872, was written, evidence was found that William Butler, in June or July of 1834, made four claims where is now the town of Crown Point, one for himself, one for his brother, E. P. Butler, one for George Wells, and one for Theodore Wells. Also that he had some logs put up for the bodies of two or more cabins. He made claims but no settlement. On the last day of October, 1834, Solon Robinson, with his family, reached the same locality, made a claim the next day, and had a log cabin ready for occupancy very soon. He was greeted the day after his arrival by Henry Wells and Luman A. Fowler, and they, in two or three days, bought claims, and "two log cabin bodies built by one Huntley", (these are Solon Robinson's own words), on the south half of section 8, paying for these claims $50.00. That these were two of William Butler's claims seems to be certain, and he must have employed Huntley to pile up the logs ready for roofing. Soon, on this section 8, was a hamlet; for in mid-winter some other families came from Jennings County, from which Solon Robinson also came, and united with him in founding a town. These hamlet families, on sections 5 and 8,

CASTEN'S PIER

FOOD - PICNIC PARK - BOATS
FISHING TACKLE - BOAT LAUNCHING

Phone C. L. 4001

CEDAR LAKE, INDIANA

ANDERSON'S STANDARD SERVICE

STANDARD

TIRES - BATTERIES - ACCESSORIES

Across from Lincoln School

Phone Cedar Lake 7506

Niemeyer Plumbing and Heating

COMMERCIAL AND RESIDENTIAL
Licensed and Insured Contractors
Water Softeners
PLUMBING FIXTURES
Electric Sewer Rodding Equipment

Phone 651 or 712

224 Wood St. Crown Point, Ind.

ROBERT'S

MOTEL AND CAFE

South of Junction 2 and U. S. 41

Phone 9150

LOWELL, INDIANA

HERSHBERGER'S K-9 KENNELS

BOARDING

Dachshund - Miniature Schnauzers
Puppies Occasionally

Southwest Corner of Fairgrounds

Crown Point 1017-R

Atkins

Quality ✓ Chekd
Ice Cream

BUY THE PACKAGES WITH THE
BIG RED CHECK MARK!

MAX AND ED'S DRIVE IN

405 W. Ridge Road

GRIFFITH, INDIANA

★ ★ ★

DELUXE CURB SERVICE

COMPLIMENTS

OF

NORM HACK

were: The Robinson family, seven in number, three of them young men, members of the family for the winter; the Clark family, also seven in number; and the two Holton families, also numbering seven. Thus there were twenty-one in all, forming a community by themselves, three married men and four married women, one a widow, five young men and two young ladies, four boys and three girls, manhood and womanhood, young men, maidens, and little children, the proper variety for a colony or a young city. Additional families soon came in 1835 and 1836, and in 1837 was erected a log building for a court house and the place, now called Lake Court House, was becoming a village. Its history is lengthy, and a few points only can be given. It had a new store, a hotel, a post-office, and in 1840 it became the county-seat. Its name was now changed to Crown Point. Slowly but steadily one improvement followed another. Brick were made in 1841, and the stick and clay chimneys began to disappear. A physician, a lawyer, and a minister came; new stores were opened; and schools and churches were organized and buildings for their use erected. By the year 1850 Crown Point had become a town, but an inland town, where quite a large trade in some lines was carried on, it continued to be, for fifteen more years, increasing slowly in population, feeling something of the influence of the railroad life that was crowding growth elsewhere, but enjoying not much of its advantages. At length, in 1865, a railroad came, and lines of iron rails and of telegraphic wires connected it with the busy, outside world. A new stage of growth commenced. New schools were opened, additional business houses started up, in June, 1868, the town was incorporated, in 1869 a fire company was organized, and large business blocks of brick and stone and mortar soon appeared. In one of these, erected in 1873, was Cheshire Hall, now called Music Hall. Of this Mrs. Belle Wheeler, wife of the editor of the Lake County Star, a granddaughter of Solon Robinson, wrote, as part of a semi-centennial paper for 1884: "It has been the scene of many happy gatherings, and its audiences have listened to some of the finest lectures of these times, the most notable of which were those given under the auspices of the Lecture Club, of which Mrs. J. W. Youche was secretary, and from whose books we glean the following: There were given lectures by Prof. Swing, Rev. Dr. Thomas, Will Carleton, Phoebe Cousins, Fanny McCartney, Rev. Mercer, Gen. Kilpatrick, Mrs. Livermore, Mrs. Elizabeth Cady Stanton, Susan B. Anthony, Dr. Brook Herford, Benj. F. Taylor, Mrs. Dunn, a series of five lectures by James K. Applebee, reading by Laura K. Dainty, entertainments by the Hutchinson family, and others". "From its platform we have also often heard our own home talent, Rev. Mr. Ball, Judge Field, and many others".

After the brick blocks and society halls came banks, and electric lights, and telephones, and waterworks, and paved streets, and a street-sweeper, and the different indications of having reached city life. In Crown Point the first Masonic Lodge, Lake Lodge, No. 157, commenced with six members, dispensation dated November 11, 1853, charter May 24, 1854. Now there are lodges of Odd Fellows of Independent Order of Foresters of America, Modern Woodmen of America, Knights of Pythias, Knights of Tented Maccabees, Catholic Order of Foresters, Daughters of Rebecca, Eastern Star, National Union; also John Wheeler Post of G. A. R., and a Womans' Relief Corps. Also not secret a Womans' Study Club, a Pleasure Club, a Housekeepers' Club, a Girls' Club, a Musical Club, a Commercial Club, a Shooting Club, two or three missionary societies, a W. C. T. U., an Epworth League Chapter, and a Christian Endeavor Society. The life of Crown Point as a railroad town began in the spring of 1865, when freight and passenger trains passed through to Chicago. One of the new sights then on the streets was a dray, Crown Point's first dray. This was a regular, two-wheel, one-horse, city dray, such as were common then and had been for many years in the cities. It was owned and driven by Robert Wood, who had lately returned from the army, and was looking out for business. He was kind, accommodating, and reliable; his vehicle could be seen somewhere on the street during business hours, and for convenience in moving many articles of freight that one-horse dray has not since been equaled. After a time it gave place to the large dray wagons drawn by two horses. In the spring of 1869 another new sight appeared. Velocipedes, the forerunners of the bicycles, began to be seen on the streets of Crown Point. After them the bicycles came, such strange vehicles as at first they seemed to be, of which hundreds have probably been used in these latter years by men and women, by girls and boys. Postmasters at Crown Point since 1836, from the Lake County Star: Solon Robinson, Henry D. Palmer, H. S. Pelton, J. P. Smith, D. K. Pettibone, Major Allman, Charles E. Allman, J. H. Luther, Joseph Jackson, Henry Wells, W. G. McGlashon, George Willey, Z. P. Farley, H. J. Shoulters, W. T. Horine, J. P. Merrill, J. J. Wheeler, A. A. Maynard, F. E. Farley. Nineteen incumbents in sixty-three years. The father of the present postmaster and his grandfather, Joseph Jackson, both held the office before him. The churches of Crown Point are: Presbyterian, Methodist Episcopal, "Reformed" or Evangelical, Roman Catholic, Lutheran, Free Methodist, German Methodist Episcopal, and German Evangelical. Also a society of "Believers" occupying a hall. Commencing town life about the same time as did the county-seat

Reschke's Recreation



A. M. F. Automatic Pin Setters

Bowl Anytime

Phone 529 519 Grant Street

CROWN POINT, INDIANA

Compliments of

BURKHARDT & BENNETT

Realty

You don't have to live in a teepee —



We have a home for you

Phone 15 2000 N. Main

CROWN POINT, INDIANA

Art Hill Inc.

FORD SALES & SERVICE

Phone 940

CROWN POINT, INDIANA

METCALF DRUG STORE

The Rexall Store

Phone 231

120 South Main Street

CROWN POINT, INDIANA

of Jasper, only thirty-six miles away as a crow flies, but separated for many years by an impassable river and marsh, Crown Point and Rensselaer have kept along in growth quite well together, Crown Point enjoying railroad facilities several years before Rensselaer and so having now a more city-like appearance, and this year, according to the figures given by the school superintendent of Jasper, Crown Point has a few more children of school age, yet one hundred more of inhabitants has been assigned to Rensselaer. It is claimed that Crown Point has more miles of paved streets than any other town of its size in Indiana. Like Rensselaer, Crown Point has some quite wealthy citizens, and like its southern sister county-seat, many talented lawyers, and citizens who have gained honors in political life; among these, two former State senators, Hon. J. W. Youche and Hon. J. Kopelke, and a former congressman, Hon. Thomas J. Wood.

Libraries

The Crown Point McClure Library Association commenced putting out books, according to the librarian's record, in August, 1857, and the last record of books taken out is dated March 2, 1885. To readers in Crown Point and the early settlers in the county, the names of those taking out some of the first books would be of interest, such as D. K. Pettibone, D. Crumbacker, E. Griffin, R. F. Patrick, J. P. Smith, R. B. Young, John Wheeler, I. O. Diddle, Z. F. Summers, E. M. Cramer, J. G. Hoffman, W. G. McGlashen, H. Pettibone, A. D. Foster, A. Allman, Johnson Wheeler, Wm. A. A. Holton, D. Turner, S. D. Clark, J. H. Luther, F. S. Bedell, and many other once well known names of those who are seen here no more; but a longer list of these names must be omitted.

There are many valuable books in this library; nearly all were books of solid worth, and it is of interest to those who knew the men to notice the different books which each man selected. The last book taken out, March 2, 1885, was taken by Hon. Bartlett Woods, and no one acquainted with him would be surprised to see that the book was Democracy in America, by M. De Tocqueville.

The last record in regard to this library, as found in the Librarian's book, is dated June 1, 1885, and it states that W. A. Clark and G. L. Vorhees on that day removed the McClure Library, then "comprising 148 volumes", to the library of the Public School of Crown Point. The books were to be used as reference books by the school and the library was to be "still open to the members as before". This stipulation has been found to be utterly impracticable. The library is practically shut out or shut in from the use of the members of the association. They cannot well visit it in school hours, and it is locked up after school hours.

The following closes that memorandum: "I do hereby vouch for the receipt and proper care and use of the same and shall hold it in charge under the orders of the McClure Library Association".
(Signed)

Geo. L. Vorhees,

"Superintendent of Schools".

Court Houses

Near the center of Lake County, by the enterprise of two brothers, Solon Robinson and Milo Robinson, there was erected in 1837 a log building designed for a court house, although no county seat for Lake had then been located. Courts were held in this building, and when, in 1840, this central locality was finally selected for the most northwestern county seat in Indiana, the log building was adopted as the court house, and has been known in all these years in the annals and traditions of Lake County as the "Old Log Court House". In May of 1838 it had been made the temporary court house of the county by the act of the county commissioners in accordance with an act of the State Legislature.

In 1838 the lower room was fitted up "for a prison" at a cost of sixty-four dollars.

The cost of the entire building may have been five hundred dollars.

This log building, so near as anyone now living can tell, was outside of what is now the southwest corner of the public square, in the present paved roadway.

In 1849, a frame court building was erected, occupied in 1850, and a brick office building was on the east side and one on the west, for treasurer and auditor, and for recorder and clerk, all fronting the south. Cost of all about ten thousand dollars.

For about thirty years these buildings and a frame jail building, supplied the needs of the county. But it was decided to erect a more costly and larger building in 1878, and on September 10th of that year the corner stone of the present brick and stone building was laid, with masonic ceremonies, in the presence of a large assemblage of citizens. The building was ready for use in 1880. Cost $52,000.00. In round numbers, and also quite exact, the log building was in use ten years, the frame buildings thirty years, and the present one has been in use twenty years.

Compliments of

S. E. GARNER AGENCY

★ ★ ★

INSURANCE - REAL ESTATE

R. E. AUSTGEN

LEATHER GOODS

CUSTOM WORK - REPAIRING

SADDLE STAMPING

HAND MADE BELTS - HAND BAGS - WALLETS

BOWLING BALL BAGS - BRIEF CASES

Box 202 Crown Point, Ind.

DOW DELL'S

A - W DRIVE-IN

— ● —

Route 30 and Old St. John Road

DYER, INDIANA

HUGH J. McLAUGHLIN & SONS

GOLF BALL

MANUFACTURERS

●

Crown Point, Indiana

Big Top

SUPER FOODS

EASY PARKING FOR 500 CARS

CALUMET REGION'S LARGEST SUPER

DILLABAUGH

MOVING ENGINEERS

Buildings and Machinery

HOUSE MOVING AND RAISING

Bonded and Licensed - Insured

Howard L. Dillabaugh, Hebron 6-2614

Ellison Dillabaugh, C. P. 8046-Y1

3 miles southeast of Crown Point on Route 8

R. R. 1, CROWN POINT, IND.

SHOP AND SAVE

AT

LORDS

Smart Feminine and Children's Apparel at Lower Prices!

126 S. Main St. Crown Point

SCHOOL AND OFFICE SUPPLIES

PHONOGRAPH RECORDS AND SHEET MUSIC

HUB APPLIANCE & SUPPLY CO.

Incorporated

TELEVISION, RADIO AND REFRIGERATOR SALES AND SERVICE

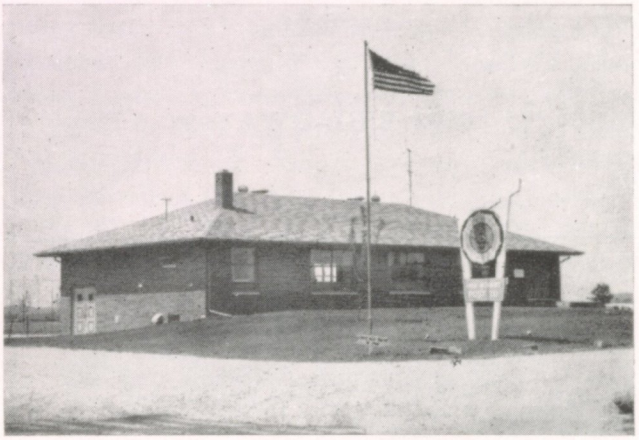
HOME APPLIANCES

CROWN POINT, INDIANA

The American Legion in Crown Point

By Walter F. Gard Walter F. Gard 3-6-70

Shortly after the cessation of hostilities in 1918 in what was then known as the Great War, veterans began to organize in France among the American Expeditionary forces to preserve their memories and incidents and associations as fighting men, to maintain law and order at home, to uphold the constitution of the United States of America, to combat the autocracy of both the classes and the masses and to be of service to the community, state and nation. Before the first organizational caucus on a national level could be held on May 8, 1919, veterans in the Crown Point area had already held their first meeting for the purpose of organizing an American Legion Post on April 17, 1919. Thus they were in a position to send



American Legion Home

one delegate in the person of Foster Bruce with a small delegation of Indiana veterans to the First National Convention in Minneapolis in the fall of that year to frame the charter and constitution of what was not long in becoming the largest veterans organization in the world. Named after Fred Schmidt, son of August and Emma Schmidt, born December 18, 1894, who died while in the United States Navy, March 18, 1919, as the first of fifteen home town boys to lose his life in the service of his country, the post was one of four of the first American Legion posts to come to life in Lake County and as is indicated by its number 20, the twentieth post to seek a charter in the state of Indiana. The state now has well over four hundred posts and Lake County, which comprises one district of the eleven in the Indiana Department of the American Legion, has thirty-four posts. The thirty charter members rapidly increased their membership till it rose to nearly three hundred before the beginning of World War II when after amendments by Congress permitting the admission of veterans of World War II and later the Korean conflict, the membership reached a peak of 652 in 1956. Not all ex-service people who have seen wartime service avail themselves of the opportunity to continue their service to comrades, city, state and country or to replenish their faith and confidence in the cause for which they served, in an organization into which no membership can ever be bought but has to be earned and while no official or accurate figures are available in this fast growing community it is estimated that not less than ten thousand men and women residing in rural Lake County are eligible to join Legion posts now situated in Cedar Lake, Lowell, Griffith, and Merrillville as well as Crown Point.

Always alert to situations requiring community cooperation the post was instrumental in providing disaster relief, with Red Cross assistance, during the Ohio River flood in the winter of 1937 by setting up a collection center in the Fairgrounds for clothing and household equipment, which was sent by trucks to distribution sites in the affected area. At the beginning of World War II the post provided much of the help for setting up a nerve center for civil defense in Lake County in the Community Building in an almost inaccessible room which was kept in readiness in the event of invasion of any sort in the highly industrialized sections of the county, but which luckily was never needed. It offered assistance to Selective Service Boards and when the new Selective Service Act went into effect in 1948, after the dismantling of all former Board offices, facilities and personnel were supplied to re-register all eligible draftees until the mechanics for employing qualifying personnel and office space could be set up. Assistance was provided to civic and patriotic groups during World War II in furnishing and designing suitable honor rolls on the North Main St. triangle which was later replaced by a permanent stone memorial where many patriotic services are conducted. The post has never faltered in the conduct of Memorial Services on November 11, Veterans Day or May 30, Decoration Day services in which it is aided by the Hub City Memorial Post of the Veterans of Foreign Wars as well as other civic, veteran and patriotic groups as befits their ability and right to participate.

Twenty-eight members have thus far been awarded forty-year continuous member awards and thirty-

Club Hawaii

Joseph Selagy, Prop.

•

ENTERTAINMENT - DINE AND DANCE

Indiana's Most Beautiful Night Club

★ ★ ★

Phone TUrner 4-9868

5250 Broadway, U. S. 53 Gary, Ind.

COMPLIMENTS

OF

Broadway Sportsland

DRIVING RANGE

6803 BROADWAY

G. C. Murphy Co.

COMPLETE VARIETY STORE

We Sell First Quality Merchandise Only

•

MEET YOUR FRIENDS

AT THE FRIENDLY STORE



Gene's Super Service

West Joliet St. Crown Point, Ind.

Phone 3199

★

BATTERIES AND ACCESSORIES

PHILLIPS AND LEE TIRES

nine members have served as commanders of the post, two having been recalled to serve a second term; John Ward Wheeler and J. Hiram Johnston. Others to serve in their successive order following Max Mracek,



Opening of "Last Man Club" Box

chosen as president during the formative months of the organization while official titles for officers were being selected on a national scale are Wheeler, Luther Rudolph, Roy Fagen, P. T. Hard, Bradford Woodward, Foster O. Bruce, Wheeler, Clarence McWayne, J. Hiram Johnston, Clarence Schmidt, Lloyd E. Cutler, Hilding Holmquist, Harold S. Barr, Zearl Woods, Roy Wood, Walter R. Mybeck, George Hochbaum, Fred Young, Glenn Surprise, Richard B. Falkiner Russell Cottingham, Harvey Schmal, Patrick Maloney, Edward Dietel, O. L. Hobson, Thomas B. Lewis, Everett J. Teagle, Sr., Alton W. Cochran, Johnston, Carroll O. Holley, O. C. Edwards, Robert M. Patterson, Jr., N. Reed Merriam, Donald Knotts, James E. Knight, William J. Steeb, Jr., Walter F. Gard, Paul J. Henderlong, John C. Winland, Glen E. Howell with Donald Kissinger as present commander for the 1959-1960 Legion Year.

Two of the post's members have won national and state acclaim for themselves and their post. Patrick Maloney was elected to the office of National Executive Committeeman from Indiana in the late forties and Alton Cochran served as Indiana Department Commander in 1956 as the state's unanimous choice in the 1955 election of officers, during which time he was away from his teaching duties in the Crown Point High School while travelling the state and attending to executive duties which took him to various parts of the nation as well. Both Maloney and Cochran were also District Commanders as were Wheeler and Hochbaum.

National acclaim was awarded the post in the mid twenties for the construction of what resulted in being a Community Building that served the athletic, cultural and social needs of the city and community through all kinds of times and conditions as well as weather. When financial reversals beset the post the building was taken over by the city of Crown Point and operated in connection with the school system while serving as a community center. In 1954 the post again built its own headquarters, known now as the Legion Home in the 1400 block on North Main St., on the extreme edge of the city where it owns ten acres of land which are being developed for park and recreational uses in anticipation of the increasing housing developments that are destined to come into being with the rapid increase which is expected in industrial activities in the Calumet region, between Crown Point and the already far reaching limits of the south part of Gary.

The post also has an active auxiliary unit, comprised of wives, mothers, sisters, and daughters of members which won acclaim for itself with a top-flight prize winning Choral Group in two National Conventions at Louisville and Boston. Its director, Mrs. Fred (Louise) Young was elected to the Indiana Department presidency of the American Legion Auxiliary in 1941. She also held important committee positions at various times on the national level and this year completed several seasons as director of Hoosier Girls' State.

Besides membership in the 40 and 8, fun-making unit of the National organization, set aside for the work-horse membership, the local post organized a special interest group in 1933 under the name of "Last Man Club of Fred Schmidt Post No. 20". Believing that the American Legion would be someday reduced to one sole survivor as is now the case with the Civil War, in the firm belief that they had fought the war to end all wars, a souvenir box was prepared for filling with treasured mementos to be sealed for final presentation to the last living member for opening. A unique float in the form of a human skull was built by the members and entered in the day long parade of the Legion's National Convention which was held that year in Chicago, in Indiana's



1933 *National Convention Float*

Paul Byrne Agency

GENERAL INSURANCE

•

Phone 480

111 S. Court Street

CROWN POINT, INDIANA

Compliments

of

Jud's Pizza

★ ★ ★

Compliments of

AFL - CIO Local 3136

STEELWORKERS

OF

U. S. A.

★

Compliments of

Ridge Road Driving Range

9 Hole Golf Course - Pitch 'n' Putt

18 HOLE PUTTING GREEN

PITCH 'N' PUTT RESTAURANT

★ ★ ★

3920 West Ridge Road

1¼ miles west of Grant St.

GARY, INDIANA

delegation of marching units where it drew nation wide attention and brought much recognition to the post and the city of Crown Point. To conform with the program of the Crown Point Centennial scheduled for 1934, the final closing and sealing of the box was deferred till it could become a part of that year's centennial celebration which took place on the evening of August 17, 1934 on the southwest corner of the Court House yard. All members of the post during the years of 1933 and 1934 were considered to be members of the Last Man Club by virtue of their paid up membership and because it was soon realized that little interest in the contents of a sealed box could be displayed by one lone aged survivor it was decreed to re-open the box in twenty-five years and determine the final disposal of its contents at that time. Safely stored in the vaults of the County Recorder during the full twenty-five years the box was returned to the custody of the remaining members of the committee headed by William F. Carroll and Roy Fagen, now deceased, Harvey Minas, Clarence McWayne and Walter R. Mybeck, by present Recorder Ray Butz in late July and plans were formulated for the re-opening of the box on exactly the same time, date and place of its sealing. Following appropriate publicity, a sizeable crowd attended the box-opening exercises which served as an appropriate prelude to the coming celebration of Crown Point's 125 years. Forty-two of the 159 members listed as Last Man Clubbers were reported as deceased and the brief but impressive ceremonies afforded opportunity for the several dozen survivors who took advantage of the opportunity to re-unite with old friends and comrades while they reminisced over the contents of the box, displayed briefly till darkness took over. Action taken by the members present during the opening ceremonies demand that the contents be appropriately displayed with other old time relics during the coming celebration in show windows around the square after which they are to be permanently sealed until the sole survivor through a careful record by post officials of membership deaths is determined to become the owner of the box's contents.



Crown Point's World War II Honor Roll

Ralph Schroeter



Dedication of World War II Memorial

Outstanding Legion Auxiliary Woman of 1959

Mrs. Fred Young of Crown Point, past department president, was named Outstanding Hoosier Woman of 1959 at the state convention of the American Legion Auxiliary at French Lick.

Requirements for the award include outstanding efforts by the individual in behalf of her community and state. She need not be connected with the auxiliary.

Mrs. Young's accomplishments include: lecturer for Purdue Farmer's Institute, director of the Lake County Home Economics Choir, the Rural Youth Choir and the Crown Point First Methodist Choir, charter member of Fred Schmidt Unit of the auxiliary, past president of her unit, district and department and past northern vice-president.

A revolving cup was awarded to the Fred Schmidt unit for the five-point program in Americanism which specified active Americanism in the home, unit, youth groups, adult groups and community. Other honors went to the group for the best year-round program in Americanism and the best community project in that field. Americanism chairman was Miss Janet Holley.

Crown Point Building Loan and Savings Association

106 S. Main St., Crown Point, Indiana

Established 1913

Savings Accounts **Mortgage Loans**

Watch for our New Building soon to be built.
Corner of East Joliet and Nichols St.

MEMBER HOME LOAN BANK

Accounts Insured up to $10,000.00 by FSLIC.

DAILY, WEEKLY AND MONTHLY SERVICE

Phone Crown Point 1821

Fred's Garbage Service

Ralph Young, Mgr.

"WE SERVE TO SERVE AGAIN"

Serving All Southern Lake County

SPECIAL RATES TO SUBDIVISIONS

R. 2, Box 207 Cedar Lake, Indiana

Crown Brewing Company

The Crown Brewing Company moved into its building, brand new, when the company began in 1895. Although most of the building has been torn down now, a part of it still stands at its original location at the end of West Goldsborough street in Crown Point.

Today the remaining portion of the old building at the corner of West Goldsborough and Pratt streets is a garage for trucks used to haul livestock. Sixty-two years ago a young business was just beginning there, destined to 23 years of profitable manufacturing.

It was on May 17, 1895 that three Chicago men filed corporation papers with the recorder's office in Crown Point to open Crown Brewing Company with a capital of $1,000,000.00. It is there, however, that any official record of the old brewery ends, at least as nearly as we can find, and our reporting endeavors begin to rely on the memories of Crown Pointers.

According to Will Heintz, veteran barber, the owner of the brewery was Louis Sonnenschein from Chicago. Peter Suhs, he says was brewmaster; Ed Huber was assistant brewmaster; Jim Hanlon bottled beer; a man known only as Briest was the cooper; John Heintz was custodian and Barney Monix was one of the drivers who delivered beer. William Steeb also recalled the names of Vandersee and Weiss as truck drivers.

Steeb worked in the brewery for three months as assistant bookkeeper. The bottling plant for the company, he said, was just east of the present building and the office was in the building just across the street, a home now occupied by Mrs. Wilhelm Greiner and her sons George and William. Ben Arnstein, as bookkeeper, was "my boss", Steeb recalled.

Remembering the distribution of beer, Steeb said that carloads went through Lake County and to Chicago. There was a warehouse at North Judson, he remembered. A portion of the routes used in the distribution now form the route of the Erie Railroad.



PLASTERING

ROBERT WOCKNER

1107 Sycamore St.

CROWN POINT, INDIANA

Phone 2056-M

Compliments of

S & S REALTY CO.

ROGER H. SCHNURLEIN, Realtor

704 N. Main Street

CROWN POINT, INDIANA

Phones: Office 2693 - Home 1176

COMPLIMENTS OF

SEYMOUR'S TAVERN

★ ★ ★

810 Thomas Street

CROWN POINT, INDIANA

COMPLIMENTS

OF

C. P. T. FREIGHT, Inc.

HARRY H. STRONG

Center Township Assessor

Your inquiry will receive personal attention

JUST CALL CROWN POINT 841

Compliments of

LAKEVIEW TAVERN

Wayne and FeDorah Doss

●

Phone Cedar Lake 7809

EQUITABLE LIFE OF IOWA

Cecil 'Pic' Conquest, Dist. Agent

★ ★ ★

218 E. South St. Crown Point

Phone 1075

Compliments of

HARVEY MINAS and ALVIN GUSKE

JUSTICES OF THE PEACE

Center Township, Crown Point, Ind.

The Erie tracks ran from North Judson, through Kouts and Crown Point, to Chicago.

Henry Rosenthal remembered buying four-gallon kegs of the beer for either 80 cents or $1.00 and Harvey Minas quoted 60 or 80 cents as the price for a case of two dozen bottles of the "Crown" beer. A glass of beer, Minas said, was sold for 5 cents and a free lunch went with it in most of the area saloons.

Harvey Schmal remembered that the beer was made in a 150-barrel copper kettle. Schmal worked in the office of the brewery and remembered an Everett Fox, who worked with him. Schmal's father, Peter, was manager of the brewery while it was in Crown Point.

Mrs. Ed Huber, whose husband worked at the brewery for 22 years, showed this reporter her only remaining "souvenir", a small glass with the label of the brewery cut into it. The words "Pure Malt Extract" at the top were followed by the company's trademark and "Brewed and Bottled by Crown Brewing Company, Crown Point, Indiana."

Hops from the manufacturing process were drained into Beaver Dam ditch and it is generally agreed that the eventual reason for the brewery's leaving the Hub was the unsanitary condition created by the hop draining. A February 1910 issue of the 'Star' carried this item:

"Peter Schmal, manager of Crown Brewing Company, which will go to West Hammond about March 15, says the concern will take 15 of the present force with it and after the site is made vacant here Mr. Sonnenschein, the owner will take a great share of stock in a cold storage plant, creamery or anything else that will go in and utilize the place. Or he will sell the property so cheap it will pay to investigate. If he doesn't succeed in getting the place in use as it stands he will no doubt wreck it to save taxes and sell the land—about three acres. He will be pleased to help people put in something that will pay and give them a bargain. What shall we say?"

In 1910, then, the brewery moved to West Hammond, now Calumet City, where it remained under the name "Great Lakes Brewing Company" until prohibition closed it in 1918.

The building in Crown Point remained standing and apparently was not used for anything. Heintz recalled that the old brewery property came into the limelight again at the time of the Cochran murder. Cochran was a witness in the Fancher murder trial. Fancher, young attorney, had been prosecuting a gang that eventually murdered him and later Cochran, a witness to the Fancher murder. Cochran's body was dumped in the yard of the former brewery.

The Greiners bought the property in 1928 and the two Greiner boys now use the remaining portion of the brewery as a garage for storing the trucks they use in their livestock-hauling business.

Compliments of

Belanger Motor Sales

Plymouth - Chrysler - Imperial

57 EAST CLARK **PHONE 81**

CROWN POINT, INDIANA

CLOVERLEAF DAIRY

226 South East Street

•

Distributors

FINE DAIRY PRODUCTS

At Your Door - At Your Store

—•—

Phone 349

CROWN POINT, INDIANA

LAWSON

Marine Sales & Service, Inc.

CHRIS CRAFT - LYMAN
Boats

JOHNSON SEA HORSE
Motors

•

Homelite Chain Saws

Phone Cedar Lake 4301

CEDAR LAKE, INDIANA

Cilek's Grocery

112 N. Indiana Ave.

CROWN POINT, INDIANA

GROCERIES AND
CHOICE MEATS

BEER and WINE

Phone 423

HORST'S HARDWARE

BOB EVERETT

—•—

B.P.S. Paints and Wallpaper

—Gifts—

•

PHONE 70

CROWN POINT, INDIANA

Crown Point Postmasters

By Robert Diddie Robert A. Diddie 3-6-70

Solon Robinson was appointed on March 14, 1836 by President Andrew Jackson.

Dr. Henry D. Palmer was appointed on May 24, 1843.

Captain Joseph P. Smith was appointed in 1845 by President James K. Polk.

Hiram S. Pelton was appointed on May 5, 1847.

Alexander McDonald, succeeding postmaster after Hiram S. Pelton's death, was appointed on June 16, 1847.

David Pettibone was appointed on February 26, 1849.

Major Allman was appointed on July 17, 1849.



Crown Point's Modern Postoffice

James H. Luther was appointed on August 30, 1853 by President Fillmore.

Joseph Jackson was appointed on January 8, 1855 by President Pierce.

Zebulon P. Farley was appointed for the short period from March 17, 1857 until May 14, 1857.

Henry Wells was appointed on May 14, 1857 by President Buchanan.

Joseph P. Smith was appointed on March 22, 1860.

William G. McGlashon was appointed on March 9, 1861 by President Lincoln.

George Willey was appointed on September 13, 1866 by President Johnson.

Zebulon P. Farley was appointed on March 17, 1869 by President Grant. Mr. Farley had previously completed the unexpired term of his father-in-law, Joseph Jackson.

Harvey J. Shoulters was appointed on April 11, 1877 by President Hayes.

William T. Horine was appointed on February 12, 1884 by President Arthur.

Lieutenant John P. Merrill was appointed on February 24, 1888 by President Cleveland.

John J. Wheeler was appointed on January 6, 1892 by President Harrison. Serving as postmaster, he was ably assisted in his work by his son, Fred Y. Wheeler, who later served as postmaster for a long term of years.

Arthur A. Maynard was appointed on February 11, 1896 by President Cleveland.

Floyd E. Farley was appointed on April 18, 1899 by President McKinley. During Mr. Farley's term an assistant postmaster was appointed. The first assistant postmaster appointed was Miss Ella Massoth.

Charles J. Daugherty was appointed on February 20, 1912 by President Taft.

Peter F. Hein was appointed on February 25, 1915 by President Wilson.

The succeeding postmaster, Fred Y. Wheeler, received his appointment from President Harding.

Oscar Sauerman was appointed by Franklin D. Roosevelt.

Carl Davis, Acting Postmaster was appointed by Postmaster General.

Robert Diddie was appointed by President Dwight D. Eisenhower.

RESIDENTIAL - REMODELING - COMMERCIAL

PROCHNO & CRUSE

GENERAL CONTRACTORS

—●—

308 S. Court St. **Crown Point**

Phone 838-R

TV SERVICE

EZELL'S T. V. CENTER

SALES AND SERVICE

Television - Radio - Hi-Fi - Stereophonic

Highest Trade-in Value in "Lake County"

Phone Merr. 9-2160

8004 Taft Street

U. S. 30 and 55 Independence Hill

TIRES - TUBES - ACCESSORIES

AUTOLITE BATTERIES

★ ★ ★

Glen Park Tire Co.

Quality Recapping - Vulcanizing

1430 W. Ridge Road, Gary, Ind.

Phones TU 4-3703—7-4823

Co-Owners, Thomas J. Nestler, Anthony Fiacable

OPEN 7 DAYS A WEEK

8 A. M. - 12 P. M.

Schutz & Taber

AUTO PARTS - GARAGE

24-HOUR HEAVY DUTY

WRECKER SERVICE

Deisel and Gas Truck Repair

S. W. Corner U. S. 30 and Ind. 55

Merr. 9-8632

Huber's

Department Store

★

Phone 22

120 North Main Street

CROWN POINT, INDIANA

Racing's Golden Era

By Harry P. Hunt, Speed Age Feature Writer

Promoters saw about $30,000.00 of their money evaporate in an attempt to create a Western Vanderbilt road race. But, whatever the weekend lacked in financial artistry, the Crown Point-Lowell, Indiana circuit was a smashing success, from the racing standpoint, the one and only time it heard the startling thunder of exhausts in competition.

You can't build a grandstand and equip it with a brass band for one customer! The Chicago Automobile Club, and certain Hoosiers of speculative bent, discovered that in 1909. But whatever its lack of financial return, the Western Vanderbilt road race was a great artistic success.

A modern observer can well marvel at the daring and ingenuity of the club—then only three years old—which determined to bring automobile road racing to the West for the first time. Nearly half its $60,000.00 investment evaporated in the process, for what should have been an obvious reason—the vast majority of the course was beyond financial control of its promoters.



The grandstand, with the lone paying patron, was at Crown Point, Indiana. At the south end of the course, only 30-miles from Chicago, across the state line, was Lowell, Indiana, then a community of 1200 souls. Lowell, too had its grandstand, also independent of the race management. An advertisement from the Lowell Tribune, of the period, illustrates how they operated. It said:

1,000 People Wanted
To sit in the grandstand of the Lowell
Grandstand Co. to view the
AUTOMOBILE RACES
JUNE 18-19, 1909

We have by far the best location and point of view on the whole course at Mr. Lew Chapman's premises on North Clark Street, Lowell, Indiana. Only two blocks north of Lowell National Bank, and three blocks from Monon depot on a high embankment, where there will be no possible danger of racing machines running into stand and where racers can be seen for two miles on the fastest piece of road on the course. You will have no trouble to go and come from stand at any time during race.

Grandstand Tickets $2.00 per day.
For further information
or reserved seats address
LOWELL GRANDSTAND CO.
Lowell, Indiana

Tickets also on sale at Schmal's Hotel
Reference—Lowell National Bank

This was the picture around the 23¼ mile course. Townsfolk and farmers cashed in on sale of parking, seats, food and lodging.

Under the direction of Ira M. Cobe, the Chicago Automobile Club planned and organized the event, a 2-day speed festival including the Indiana Trophy Race and the Cobe Cup Race. The two events, scheduled for June 18 and 19, 1909, were to constitute the Western Stock Chassis Championship under sanction of the American Automobile Association Contest Board, then only seven years old.

No one living today seems to remember why a Chicago motor club chose an Indiana site in its first

CONGRATULATIONS

To Crown Point's 125th

From The

Residents, Merchants and Chamber of Commerce

of

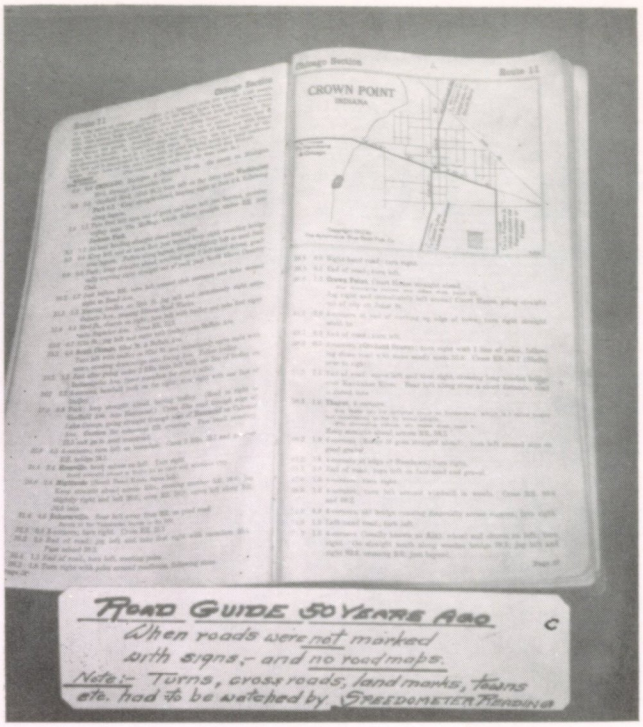
LOWELL, INDIANA

★ ★ ★

Lowell - the Friendly and Progressive Little City!

Beckons to all Good People — To Live with us — To Shop with us — To be our Friends.

- **Modern, Complete Shopping Area.**
- **Relaxed Country Atmosphere, with Friendly Neighbors.**
- **Modern Schools and Churches of your Choice.**
- **Many National Service and Civic Clubs.**
- **Only 30 minutes from the Nation's largest Industrial Area.**
- **Only 60 minutes from the largest Port Developments in the World.**



bid for national recognition, but it was done. The great length of the course also arouses curiosity, but apparently it was desired to link Lowell and Crown Point, which racing fans today recognize as the twin bases of Murrell Belanger's little empire of auto-farm equipment, lumber, seed, and dairying operations.

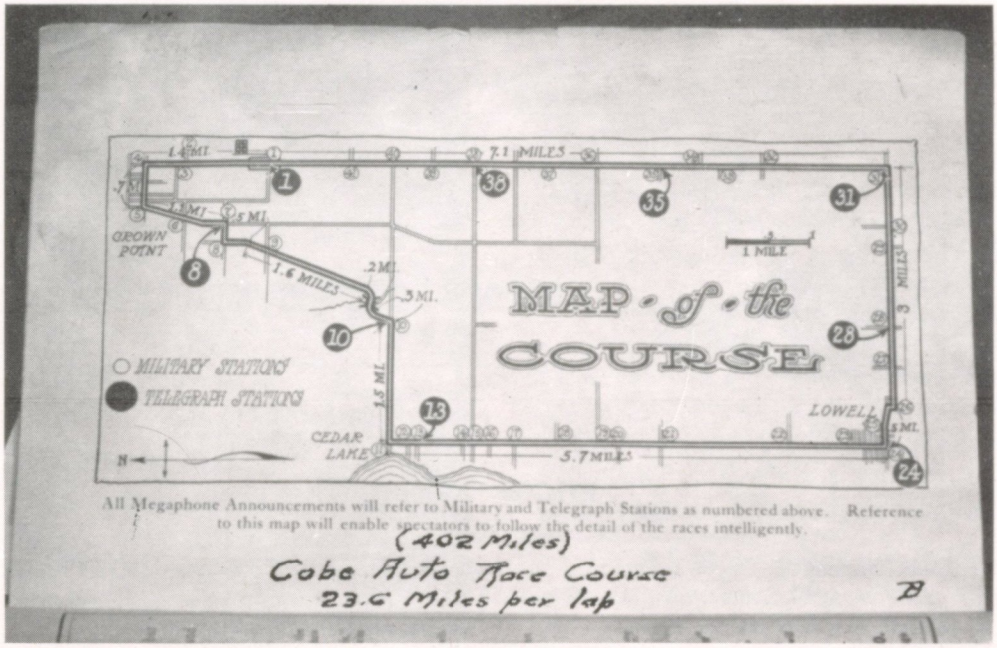
In order to jump the Illinois-Indiana line, it was necessary to enlist the cooperation of both commonwealths. Governors Charles S. Dineen and Thomas A. Marshall, later Woodrow Wilson's Vice-President, went so far as to arrange a subterfuge in which the lads of the famous Dandy First Regiment of the Illinois National Guard, were sworn as deputies, under Lake County Sheriff Tom Grant.

The start-finish was established 1¼ miles southeast of Crown Point, and an open grandstand, the official one, 1,000 feet long with 15,000 seats, was erected. Wooden pit enclosures lay before the stand, with the pit area in front, paved with 12-inch planks. On the other side of the two-lane dirt road, official and press stands were set up, with an official parking area in the infield behind. A huge scoreboard faced the stand and, because all information concerning the race was centered here, it was assumed the public would go nowhere else.

Spalding's in Chicago advertised seats for $5.00, boxes of six for $40.00, and parking $10.00 for both days, shouting that "No event in the history of western sports will begin to approach the Western Vanderbilt races." Official tickets were sold at many other places in Chicago as well.

At both north and south ends of the grandstand, bridges rose for pedestrians, to permit crossing without danger from racing cars. The course ran north, something over a mile, then turned left into Crown Point. Here it made contact with Main Street in the town, where a vehicle overpass was set up to carry fans into the infield. It was at this point also, that the pirate grandstand featured a brass band and one customer.

Bending left through Crown Point's outskirts and past the old Commercial Hotel, the course ran southwest 1.1 miles, curved right and back for a half-mile distance, then resumed southwest for 1.6 miles. At this point, breaking out of a dense wood downhill, the road entered the famous S Turn, right



A HAPPY 125th TO YOU

from

your faithful servant for 87 years

★ ★ ★

LAKE COUNTY TITLE COMPANY, Inc.

Geisen Funeral Home

SINCE 1867

"Three Generations of Dependable Service"



OXYGEN-EQUIPPED AMBULANCE SERVICE

PHONE 2500

109 North East Street **CROWN POINT, INDIANA**

and left almost at right angles. Resuming the southwesterly direction, the course stretched 1.5 miles to Ray's Corner at Cedar Lake, a resort then and now.

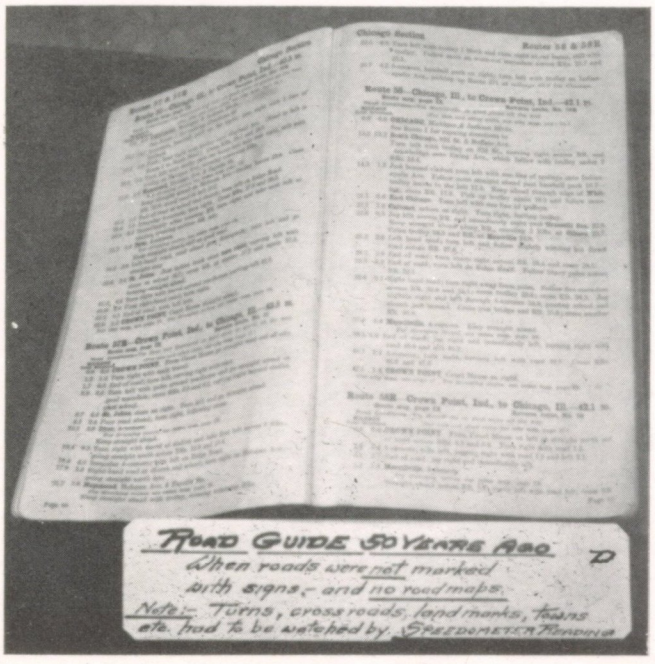
From Ray's, the road stretched straight south 5.7 miles to the brick wall turn in Lowell. With a row of shops constituting a dead end, the course turned east through the little town. After a half-mile of village street the road went south for a hundred yards or so, then east at Cemetery Turn.

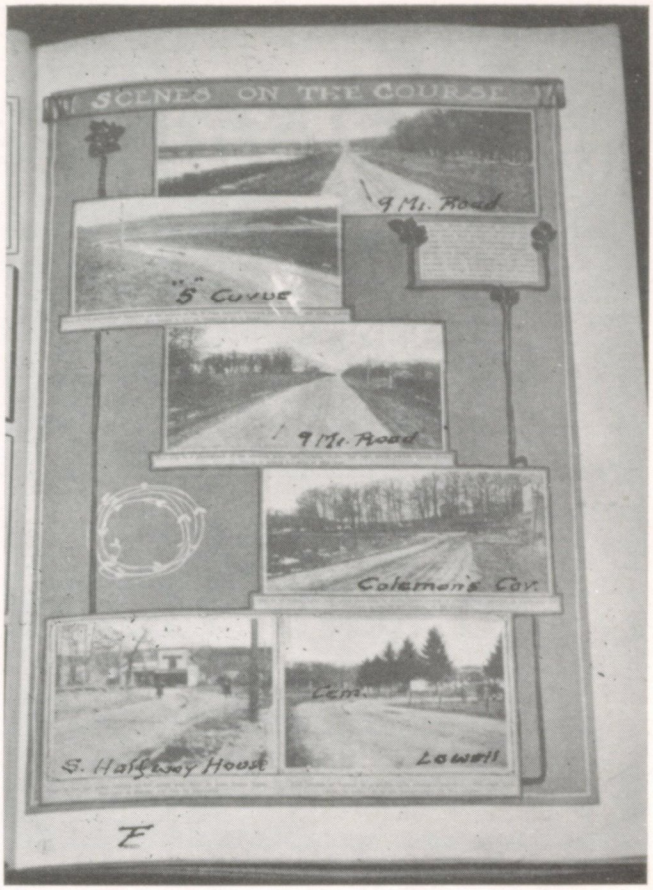
For three miles the race course led east, then, at Orchard Grove, swung sharply back north. This was the home stretch, 7.1 miles to the grandstand. The last mile of these seven was measured off to record speed. All 23.27 miles was roughly two cars wide, not excessively crowned and improved from dirt to macadam by treating and rolling with taroid. Hog-tight fence guarded six miles of the more dangerous sections.

Emergency hospitals for civilians were run up at Lowell and Crown Point and guardsmen erected a military field hospital back of the grandstand. Their encampment, with facilities for 25 special deputies and 40 railroad detectives, was also established there.

As preparations went forward for the Western Vanderbilt, an intriguing item of foreign intelligence appeared in the press. One Mme. Ruiz, wife of a Cuban diplomat, killed hereself in London. Correspondence in the press blandly asserted she was the second woman to take her life over the affections of Alfred G. Vanderbilt.

One Chicago store, The Hub, tied in the opening of its automotive department with the races.





"Those planning to attend the Crown Point races", an advertisement announced, "will be interested in our necessity garments and novelties." The stock included men's auto dusters, with extra full sweep, at $1.50, auto suits, goggles, lunch baskets, trunks, carryalls, puttees, cravanette touring coats, caps, rugs and gauntlets, plus balloon silk and rubber motoring coats.

The Pennsylvania Railroad offered round trip tickets to Crown Point for $1.50 with special trains scheduled to begin at 4 a. m. "providing business will warrant," and at frequent intervals "as the business may justify." The Monon Road proposed to run specials from Chicago to Cedar Lake, Creston and Lowell, "fastest parts of the course". The Erie joined the fun with connecting busses available at Crown Point and Lowell.

Cars and drivers arrived to set up headquarters in hotels, blacksmith shops and camps. The Locomobile team holed up at Crown Point, as did the Marion. Art Greiner and his Renault camped on the shore of Cedar Lake and the Chalmers-Detroit people, with four cars, set up shop at Lowell. The Knox Giants were guests of a Crown Point blacksmith.

A week before the Indiana Trophy Race drivers drew for positions, then several officials left their tent quarters in the 80-acre infield to visit factories

Conquest Oil Co.

Shell Gasoline and Fuel Oil

Phone 63 — 233 E. South Street

CROWN POINT, INDIANA

Eddie Henderlong - Builder

The only builder who gives you a better home for less money.

E. M. Henderlong Construction Co.

219 E. South St. — Phone 1452 — Crown Point, Indiana

HUB PLUMBING CO.

Plumbing and Heating - Wells - Well Repair

1121 N. Main St. — Phone 243 — Crown Point, Indiana

McCLENTHEN MOTORS

AMBASSADOR ★ ★ ★ RAMBLER

Phone 92 or Merrillville 9-5322

1003 N. Main St. — Crown Point, Indiana

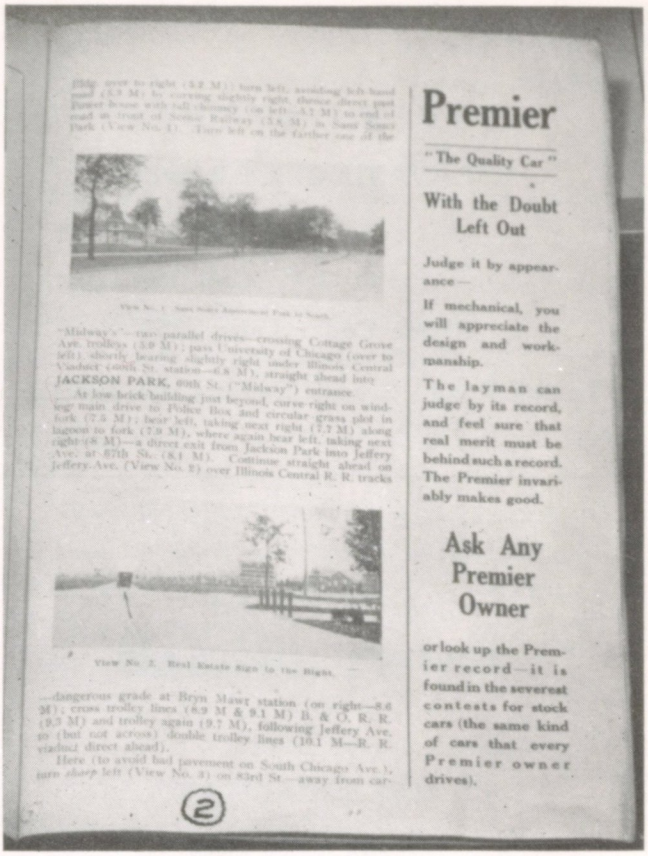
of all entrants. Their purpose was to measure duplicates of the racing machines making sure that no less than 10 of the particular model concerned had been or was in process of manufacture. That was the test of stock chassis.

Rather liberal modifications were permitted for racing, however. Gas and oil capacity might be increased; and lighter rear springs were permitted, because touring bodies might be eliminated. Any size tire or rim could be used, as well as auxiliary oiling by pump. Crankshafts were not yet drilled for pressure feed and working parts were lubricated by drip or splash. Steering columns could be tilted from the commercial 40 degrees to as little as 20.

Many entries were 1909 models with permission to make any changes being incorporated by their factories in 1910 models. Thus the compression of four, chain-drive Locomobiles was raised a bit by use of domed 1910 pistons.

By Saturday, June 12, all cars had arrived except the Ford and two Apperson Jackrabbits. The latter, just completed at the factory in Kokomo, were being driven to the course, and never had more than two laps of practice. Henry Ford's entry didn't show up at all. Although the course was open to public traffic, a few race cars tried it out, slowing down





through towns and dodging farm wagons elsewhere.

Eddie Hearne, of Chicago, broke the transmission in his huge, 126-inch-wheelbase Fiat. The importers in New York sent technicians by fast train while the wealthy youth told reporters if repairs couldn't be made, he would race with his shift lever strapped in high gear. Townsfolk greeted this daring declaration with appropriate applause while more cheers went up when Greiner shook off a malaria attack to test his French Renault.

Sunday was another day of eluding constables and stray livestock but Monday, official practice began from two to four each afternoon. Closing the course earlier in the day was deemed impractical because farmers were hauling milk to town. Some snobbish eastern drivers complained of poor course conditioning, but General Executive F. H. Trego, vowed that all holes would be filled, loose stones swept off, and bridge approaches smoothed out.

Al Poole, English driver of a Chalmers Bluebird, spoke up for the management, denying the south leg was too narrow and pronouncing the straightaways "magnificent". Ultimately it was generally agreed that 18 miles of the long race course was in good condition—the rest fair.

During practice, 40 flagmen strove to keep open the road, which was often lined with spectators. While

IRVIN STEUER

EXCAVATING - GRADING

Phone Cedar Lake 3151

Lowell Road Cedar Lake, Indiana

HERSHMAN AGENCY

INSURANCE

John R. Hershman, Agent

•

Phones 361 - 632-J

113 W. Joliet St. Crown Point, Ind.

Compliments of

PORTER'S KIDDIELAND

•

6150 BROADWAY

Phone TU 4-1698

AUSTGEN'S SHELL SERIVCE

Ronald Austgen, Prop.

TIRES, BATTERIES, ACCESSORIES

Main and Summit Phone 3183

CROWN POINT, INDIANA

PIERCE MOTORS

FENDER AND BODY WORK - REFINISHING

7317 Harrison St. 29 W. 73rd St. (Rt. 330)

MERRILLVILLE, INDIANA

Merrillville 9-2436

LIKENS

CLEANERS and LAUNDERERS

Coin Operated Launderette

•

Phone C. L. 7020 Cedar Lake, Indiana

We Operate Our Own Plant

UNITED RENT-ALLS

We Rent Most Anything

FLOOR SANDERS - POWER TOOLS

LAWN AND GARDEN TOOLS - PAINTING TOOLS

PARTY AND BANQUET ITEMS

CAMPING TRAILERS

Open 8 A. M. to 8 P. M. daily and Sundays

Come in or call

5530 W. Ridge Road TU 5-1222

1 block west of Burr St. TE 8-8866

CROWN POINT AUTO PARTS

•

Phone 1166

51 West Walnut Street

CROWN POINT, INDIANA



these young men, all students of the Chicago School of Motoring, guarded crossings, the speed demons cut loose.

"In front yards, of city homes and countryside farmhouses," an observer wrote, "mothers huddled their children while the husbandmen strove to keep pigs and chickens in back lots beyond reach of harm from the d---d machines".

George Robertson, 1908 winner of the Vanderbilt Cup, put his massive Locomobile around the course under 26 minutes, terrorizing the countryside with his big 36 by 4 tires and 123-inch wheelbase. Bert Miller's Stoddard-Dayton sped over the measured mile at 71.3 mph and a truckload of Michelin tires upset in a ditch near Cedar Lake.

Wednesday afternoon the two Marions, piloted by Adolph Monsen and H. E. Stutz, tore out of the Crown Point outskirts and barreled into S Turn. The Indianapolis driver, Stutz, blinded by his teammate's dust, failed to make the last bend, twisted an axle and dumped out his mechanician, Ray Tinkler. His injuries were slight.

On Thursday the course again was rolled, tarred and oiled. The drivers' meeting was held in the Council chambers of Crown Point's City Hall. Fifty observers were named, and all entries in Friday's Indiana Trophy Race were ordered to have their machines in the pits at 7:10 a. m. Cars for the first event, limited to a 300-cubic-inch displacement, were weighed and only 'Wild Bob' Burman's Buick was wanting 45 of the required 2,250 pounds. Replacing his drip pan and muffler made it.

Accepted and ready to start the 10 lap or 232-mile race were these drivers and machines in this order and number:

1—A. W. Maisonville, New Britan, Conn.—Corbin.
2—Bob Burman, Flint, Mich.—Buick.
3—H. E. Stutz, Indianapolis—Marion.
4—G. Durrell—Ford (Scratched.)
5—Billy Knipper, Rochester, N. Y.—Stoddard-Dayton.
6—Adolph Monsen, Chicago—Marion.
7—J. W. Florida, Philadelphia—Locomobile.
8—George DeWitt, Birmingham, Ala.—Buick.
9—Billy Pearce, Chicago—Falcar.
10—George Robertson, New York—Locomobile
11—Phil Wells, St. Louis—Moon.
12—Art Greiner, Chicago—Renault (Scratched.)
14—Louis Strang, New York—Buick.
15—John Ruehl, Chicago—Falcar.
16—Fred Wiseman, San Francisco—Stoddard-Dayton.
17—Al Poole, New York—Chalmers-Detroit.
18—Carl Wright, Dayton—Stoddard-Dayton.
19—Joe Matson, Boston—Chalmers-Detroit.



Matt's Tavern

Matthew Rafalski, Prop.

BEER - LIQUORS - WINE

Phone St. John 2021

U. S. 41 and Schmal

ST. JOHN, INDIANA

Always A Friendly Welcome

TEmple 8-6600

•

FOLTZ

Excavating & Trucking

Donald Foltz

•

521 E. Ridge Road

GRIFFITH, INDIANA

SPENCER

Mimeo Service

MIMEOGRAPHING CARDS TO CATALOGS

ADDRESSING AND MAILING SERVICE

IMPRESSIVE IMPRESSIONS

★

Phone 1840 464 So. Main St.

CROWN POINT, INDIANA

Shop at

SEARS

ROEBUCK AND CO.

and Save

★

LOWELL, INDIANA

The number 13 was omitted and where teammates had drawn consecutive positions they were separated by one place.

By midnight, Thursday, Crown Point had gone "stark, staring mad", as one reporter wrote in describing lines of cars approaching from Chicago.

"Whole camps of autoists lived under tents on lawns and in groves on the outskirts of town, and whizzing autos on the hard roads passed close to shapely ankles and flimsy hosiery exposed from under the folds of army blankets." His allusion to military material was not intended to compromise the men of Illinois' Dandy First, however, for they were snoring happily behind the grandstand, having been grandly received on arrival that afternoon and bedded down for 4:30 reveille.

Restaurant prices shot upward in anticipation of a throng some optimists had predicted to reach 200,000. The estimate being off by a country mile, however, tariffs soon receded, but business in local saloons boomed, with pigs feet and sandwiches vanishing as fast as they were placed on the bars.

Things were complicated all the way from Chicago, where a taxicab hung precariously from the Jackson Boulevard bridge after breaking its steering mechanism. Two fire companies and 12 policemen





saved its three occupants from a 30-foot drop. Near Highland, Indiana, an auto "traveling at least 30," plunged into a ditch when the chauffeur fainted, perhaps from the speed. "Precipitated on soft ground," five passengers survived.

At depots, and elsewhere throughout Crown Point, official ticket sellers, identified by yellow badges, buttonholed pedestrians and motorists. Most visitors slipped away to cheaper 'pirate' stands or made deals for lodging, breakfast and parking, for $5.00 at farms along the course.

Hotels proving woefully inadequate, visitors slept in barns and shops while the public library set up cots for women only. Crown Point householders asked $10.00 for use of cots in their parlors, and apparent extortion was forgiven when it was found to be part of a campaign to finance a pipe organ for the First Methodist Church.

Adolph Magnus wrecked his car near Florence, Indiana. His three passengers, as well as the heir to brewery millions himself, were injured. A motorcyclist ran into and was unhappily immersed in a watering trough at Crown Point. Final disaster of the hectic night saw a $5,000.00 automobile roll over three times trying to negotiate S Turn—even in 1909 fans turned race driver when in sight of a racecourse.

LUKE & HOWARD

Sinclair Products

NORTH MAIN STREET

MAC AND MARY'S

TAVERN AND RESTAURANT

•

Cedar Lake 4011

LAKE SHORE DRIVE

GROSS AGENCY

REAL ESTATE - INSURANCE

Phone C. L. 7237

CEDAR LAKE, INDIANA

Compliments of

"DUD" POUNDS

FIRESTONE

802 N. Main Street

CROWN POINT DRAPERY SHOP

Herb and Ruth Dunker

CUSTOM MADE SLIP COVERS

KIRSCH FIXTURES - DRAPERY FABRICS

"SUPERIOR INTERIORS"

Phone 259 154 N. Main St.

CROWN POINT, INDIANA

Compliments of

CEDAR LAKE FLORIST

Phone Cedar Lake 7532

★

MARRELL'S

DRIVE-IN

★

SWENEYS, INC.

PAUL BAILEY

PLUMBING AND HEATING

G. E. APPLIANCES

BOATS AND MOTORS

Merr. 9-2417

7140 Broadway Crown Point, Ind.



At 7:00 a. m., Col. J. P. Sanborn's proud Illinois National Guardsmen, took military control of the course and fanned out with sandwiches, tea, strict orders and handcuffs for unruly drunks. "Women, undismayed alike by the swift darting motion and appalling earliness of the hour", left their cars to find seats for the 8 o'clock start.

Among fashionable or otherwise distinguished groups were many from Chicago—the E. J. Lehman family in their private railroad car; Mrs. James Ward Thorne entertained; Governor Dineen was there, and George Ade, "looking extremely fit in an English traveling hat and a tan outing suit." Other box-holders included Carl G. Fisher, who was then building Indianapolis Motor Speedway, Ira Cobe, the Studebakers, and W. E. Metzger of Detroit.

Due to difficulty in crossing the Main Street viaduct, the crowd assembled slowly. As the wooden structure grew slick, cars were obliged to make a run at it in order to mount the incline and several carriage horses fell to compound the problem. Eventually some 5,000 clustered in the official stand, and almost as many crowded around dangerous S turn, which had been the subject to a front-page McCutcheon cartoon in the Chicago Tribune.

By 9 o'clock the confusion had moderated and Starter Fred Wagner sent Maisonville on his way in a 100-inch-wheelbase Corbin.

Their eagerness whetted by the one-hour starting delay, fans cheered and waved as Maisonville's 33 by 3½ Michelins spun away, his four cylinders putting out more smoke than horsepower, as he vanished northward toward distant Crown Point. Through the outskirts and out onto the countryside he hustled, skidded through S Turn and straightened for the run to Cedar Lake.

Rounding a blind curve, the Corbin rushed smack upon a bus, still distributing troopers at their stations. Calling on all the brakes and diplomacy within reach, Maisonville slipped through and sped on, his Gallic wrath exploding in violent gesticulation and unheard expletives. He knew there was no time to waste with Burman less than a minute behind.

Back at the starting line Wagner was releasing the eager contestants in single file, one minute apart, and all 17 were in flight before the veiled ladies and stiff-collared males resumed their seats. All eyes turned south, where a bugler would pass the alarm, 'Car Coming', to flagmen and thence to the throng.

Burman was first to appear, his gray Buick flashing into view over a rise which lay between clumps of trees beyond a lone white farmhouse south of the



Moran Lumber Co.

Suppliers and Builders

for Over a Quarter of a Century

★

★ ★

★

Leroy, Indiana

CRANE AND TRACTOR SERVICE

SEWERS AND SEPTIC TANKS

★

JUNE
Excavating Company, Inc.

EXCAVATING - GRADING

Ben June

950 N. Indiana Ave. Crown Point

Phone 1117

C. H. THOMPSON
Tree Service

WE DO ALL TYPES OF TREE SERVICE

SPRAYING - SURGERY - REMOVALS - FEEDING



Member of the National Shade-Tree Conference

FREE INSPECTION

FULLY INSURED

P. O. Box 287 Crown Point, Ind.

Call Us Today C. P. 2753

Compliments of

SEARS
ROEBUCK AND CO.

in

Downtown

G A R Y

stands. Excitement rose with the boom of his exhaust as Burman roared past, 23.41 minutes after his start. The crowd cheered announcement of his speed, approximately 59 MPH.

Maisonville, clinging tenaciously to the leader who had passed him entering Lowell, shot by next, his green stocking cap bowed over the Corbin's wheel. Knipper howled down the stretch, then Monsen. Matson had blown and changed a tire near Cedar Lake and Ruehl's Falcar didn't last a lap. 'Daredevil' Strang shocked the crowd as he attempted to pass Pearce's Falcar in front of the pits. As his Buick began swaying perilously, he backed off to await a better opportunity.

Reporters opposite the pits, scribbled vigorous adjectives as they recorded the scene, its sound and fury. One achieved this line:

"What the crowd saw was a succession of projectiles ridden by men who at each turn grew less human, more oily, more begrimed and more masked in inhuman shapes."

Another contributed the following bit or prose, now living again after 43 years:

"Around the course these men swayed in the flying cars, clear-headed, grimy and unconscious of



everything but their roaring machines and the course that flew in a blur under the bonnets."

He meant hoods, of course, and not the huge straw sailors which, held fast by long veils, shaded many a dainty female from the scorching Indiana sun. But not for long did the course fly in a blur under some of the entrants, for Strang's Buick number 14 wound up in a ditch near Orchard Grove on its second lap, and teammate Burman gave up his lead and the race on lap four when he borrowed a valve cup from Strang and was promptly disqualified.

Knipper's Stoddard-Dayton cracked a cyclinder on lap five; Wright was done for on the eighth lap and the field narrowed to half its original number. Joe Matson, garbed in boots, white helmet, and turtleneck sweater, was fighting the wheel and moving up despite a second tire failure on his fourth lap. When he made his only pit stop for gasoline, oil and water on lap number 7, the crowd roared its support.

At Lowell, where half the town was gathered at Clark and Main streets, enthusiasm ran high as race cars weaved their perilous way through. Phil Wells, "the man in the Moon," and his mechanic, lost less than a minute clapping a spare tire on the right rear wheel.

Down the long west leg the race cars fled, dropping into hollows and flashing over narrow wooden



creek bridges, to zoom up sudden rises whose crests threatened to hurl the riding crews from their bucket seats.

Brakes were screeching madly as they entered Lowell, rushing downhill under a futile banner which proclaimed "SOUND HORN — 8 MILES AN HOUR." Any driver so desperate as to attempt the turn much faster would have wound up in a jewelry store window.

Ray's Corner at Cedar Lake was another tough obstacle. A low point between two hills, it caused many a chauffeur to battle for survival as the tail of his car reached out for building or fence. Ruehl's Falcar lay smashed in a ditch where a blown tire had hurled it during the first lap. Late in the race the great Robertson peeled off a tire negotiating the corner but he replaced it and raced away south.

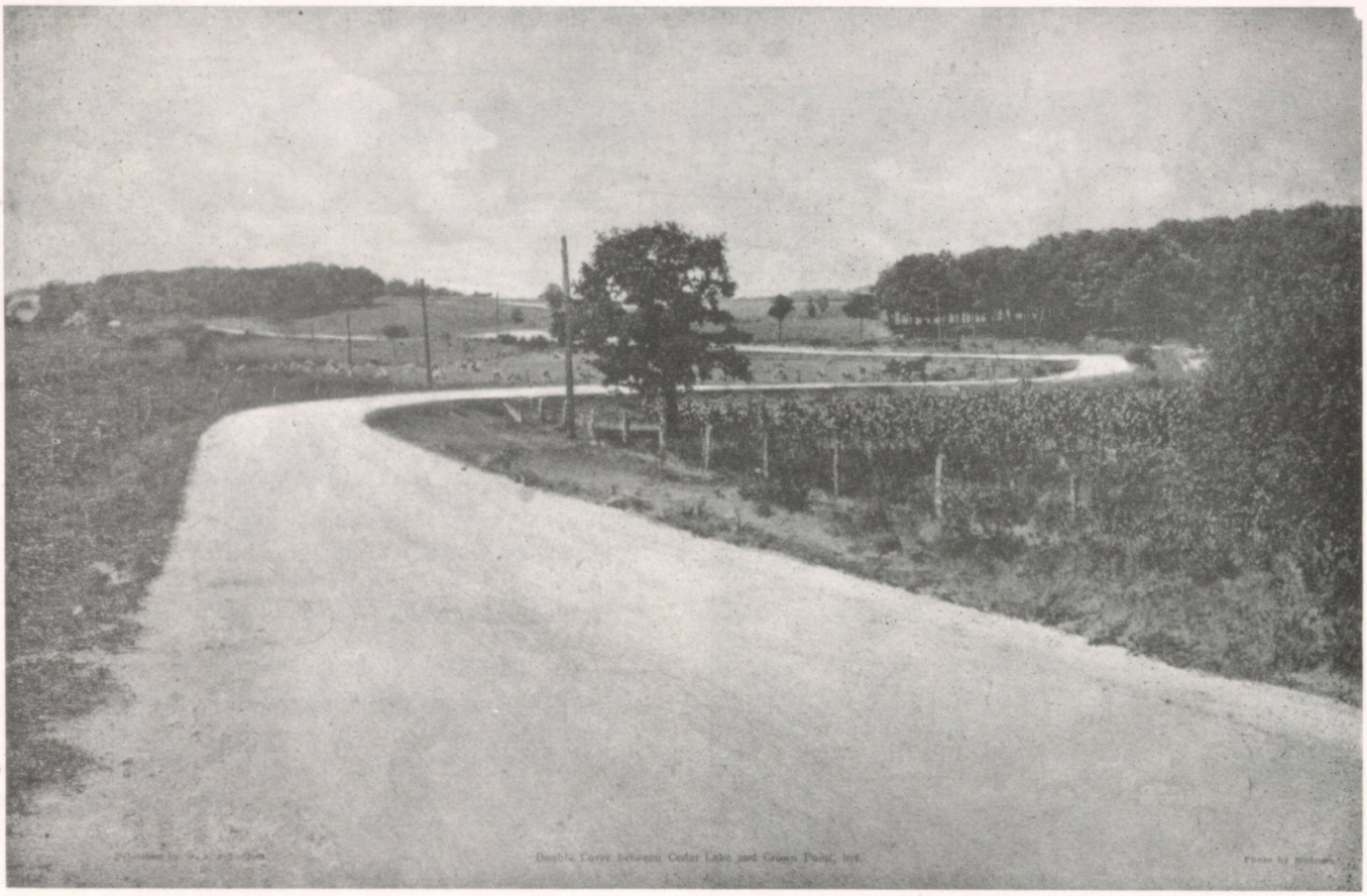
Cemetery Turn, southeast of Lowell took its toll as well. That's where Strang's Buick sprawled grotesquely with a broken axle. In a cornfield nearby, the wreck of the Magnus passenger car reclined throughout the day. Jim Florida's Locomobile, oddly wearing a single canvas fender over its right wheel, thrilled spectators with a spin which failed to stop the doughty Italian.

Matson's Chalmers had been outrun only once, and that by the flying Burman, although other cars went by as he made his three brief stops. As the finish neared, a smile creased the driver's grim face, for his pitmen had signalled he was leading the pack.

"Watch 10," the blackboard had flashed from his pit as he fled by on another lap, and the Bostonian looked over his shoulder for the threatening Locomobile before entering each turn. He noted also that Monsen in the little Marion, the second Locomobile and Well's White Moon were running well. On the ninth lap Matson grinned and waved as he beat out his Chalmers' teammate, Al Poole. in a terrific duel up the homestretch.

On his ninth time past the pits, Matson got the green flag, which in those days meant "last lap." Tearing on north with Poole in its dust, the Bluebird swept through Crown Point and out through the eight curves that lay near Ray's Corner at Cedar Lake. Behind him, Matson's teammate failed to emerge from one bend. He was eliminated on his last circuit.

Big Joe's grin came out again on the flight from the Cemetery Turn to Orchard Grove where his mechanician identified the car ahead as Robertson's



The dangerous "S" curve

No. 10 Locomobile. Shouting the discovery to Matson as their engine went quiet slowing for the grove turn, the riding mechanic's right hand clutched Joe's shoulder in glee. Knowing they had started eight minutes behind Robertson, and having the Locomobile in sight in the last lap, meant it was beaten.

They took the checkered flag in 4 hours, 31 minutes and 21 seconds, sliding to a stop across the finish line to avoid making an extra lap of 23 miles. Clambering out of the white Chalmers, now nearer black with dust and its own Harris oil, the men gratefully downed bottles of gloriously cool beer as the crowd cheered their feat. The winning Chalmers rode Michelin tires, like the five other finishers, and was helped to victory by a Kingston carburetor and Bosch magneto. The average speed was 51½ MPH.

Robertson, in his bedraggled garb, the remnants of a New York state militiaman's uniform which he wore for luck, was nearly eight minutes slower in second place. Monsen's Marion was third, three minutes behind the Vanderbilt Cup star, and 12 minutes later, Jim Florida brought in the second Locomobile. As in the 1909 Vanderbilt, he had finished two places behind his team captain.

Wiseman the Californian, took fifth, only 14 seconds off Florida's pace, and the white Moon of Phil Wells was the last car to finish, coming in a full lap behind the 36-horsepower winner. Of the six, only Locomobile had taken two places.

Twelve cars answered the call for Saturday's Cobe Cup Race, consisting of 17 laps or 395.66 miles, which was not far from twice the distance run by the smaller cars on Friday. The big cars were limited to 525 cubic inches of displacement, which barred all 6-cylinder cars then in production and had aroused a storm of protest when announced during the preceding winter.

A few of the 300-inch cars from the Indiana Trophy Race were to go again for the Cobe cup. Notable in this group were the three Buicks. Of only 30 HP, these model 16B, 1910 Buicks sold for a modest $1,750.00. They used perforated pistons, Remy magnetos, valve-in-head design, Stromberg carburetors and Harris oil. To each, a brass strap had been added to anchor the radiators.

They had a crew of drivers whose fame would chill any competitor. Burman, considered the hardest chauffeur of any era, Strang, known as 'The Daredevil,' and in the third car, the immortal Swiss-born Frenchman, Louis Chevrolet. Huge, mustached and a mechanical genius, Louis was first of three racing brothers destined to achieve fame unequalled in motordom.

Chevrolet had raced in Europe and the United States since 1906. As mechanician he had ridden with Hemery in two Vanderbilt Cup victories. On this day, June 19, 1909, he told his pit crew he feared only one competitor, Albert Denison of Springfield, Mass.,



Automobiles in front of Hack Hotel before Cobe Race

driver of the 48-HP, chain-drive Knox Giant. The red Knox carried a common stovepipe for exhaust.

Delayed only two minutes this morning as Ira Cobe presented the Indiana Trophy to happy Joe Matson, the marathon got under way with Bert Miller's 44-HP Stoddard-Dayton roaring from the starting line. Next under way was William A. Bourque, a Knox driver fated to die two months later at Indianapolis.

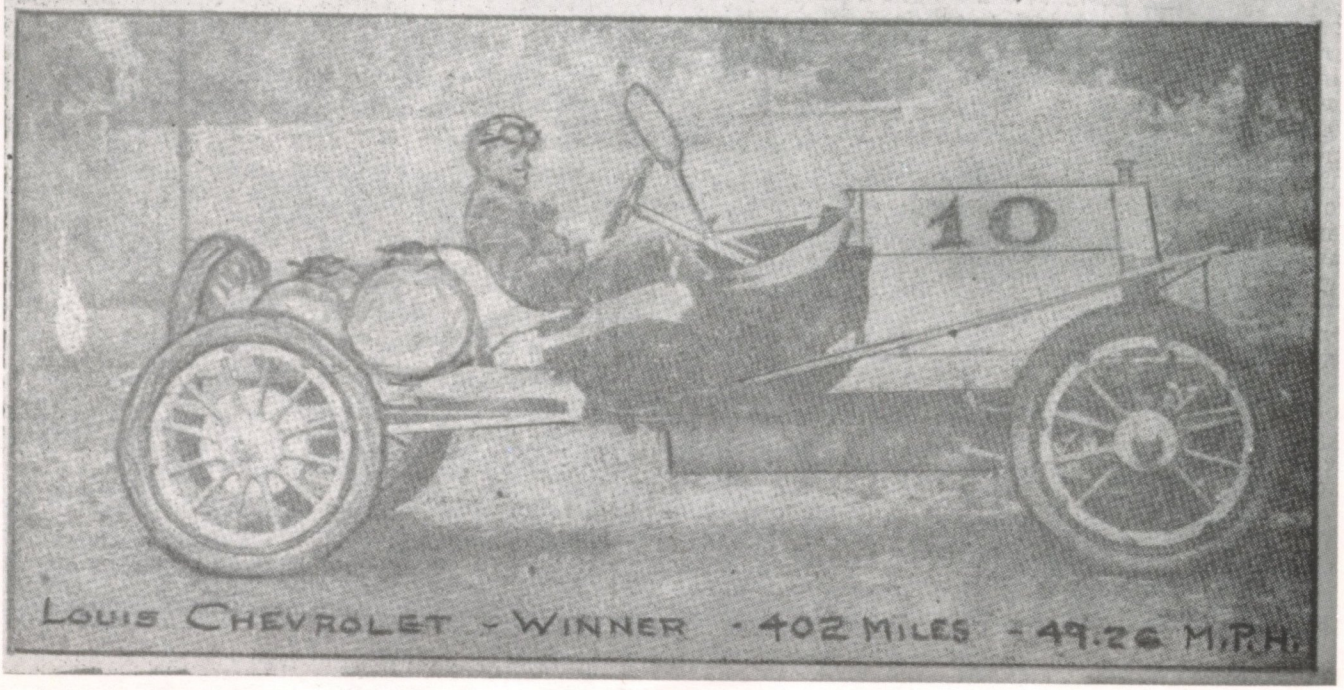
Harry Holcomb rode with Bourque that morning, as he rode with him to death in August. The big Knox pinned the men beneath as it crashed and turned over, 300 yards north of the grandstand in the first contest held at the new dirt track over which, paved that very fall, the 500-mile Indianapolis Classic runs today.

Unforeseen doom hung over several of the grave pioneers who raced that June day in 1909. Earlier, tragedy beckoned many who cheered them on, however, for a homebound South Shore Electric train crashed that evening with 15 deaths.

Third car flagged away, all at one-minute inter-



THE PRESS BOX AND JUDGES' STAND at the start and finish lines (left) were 1.4 miles south of South street on Nine-Mile stretch. The grandstand on the right was built by the Chicago Automobile club, whose president, Ira Cobe, was donor of the Cobe cup.



vals, was one of the untried, 53-HP Appersons, the big red machine's driving chain grinding noisily as M. J. Seymour of New York poured on the gas. After the Jackrabbit, dashed Strang in the first Buick, then the second Stoddard-Dayton under C. A. Englebeck.

Jim Florida was off sixth, wheeling a fresh Locomobile. This car's 123-inch wheelbase compared with 120 for the Locomobiles raced the preceding day. Cylinders were 5-inch bore, 6-inch stroke. Bore and stroke on the Indiana Trophy entries were each 4½ inches. Horsepower was 40, tires 36 by 4—two inches taller than Friday's.

Behind Florida, the dreaded Denison teed off a second Knox.

No. 7 was another Kokomo-built Apperson Jackrabbit, with H. Lytle in the pilot house, followed by mighty George Robertson in the other big Locomobile and his fellow New Yorker, Chevrolet. No. 11 was the Chicago amateur, handsome young Eddie Hearne, wildly cheered for repairing his stricken Fiat in time for the race. With wheelbase of 126 inches, that Italian monster was a handful of automobile for any chauffeur.

Steely-eyed Burman wound his Buick up and the start was complete. Twelve cars, all fours, rode on Michelins except the Fisk-equipped Knox team and Seymour, who used Diamond demountable rims and tires.

Seymour's Diamond tires distinguished themselves before the race was five minutes old. He took his Jackrabbit too hard into the north turn, looped and ripped off a shoe. Replacing it, the men raced on. Accelerating out of Cemetery Turn another tire popped. They limped into the pits with a third flat, replenished their spares and took off with 36 minutes consumed for the lap.

Meanwhile the handsome Bourque took Miller on the homestretch and sped past the stands first. Trouble beset others when Strang's Buick pitted with engine trouble at the end of his first lap and Lytle pulled in to grab a spare tire. Robertson sailed by both.

True to form, Burman drove like a madman. His first lap time was 24:15, the second, in which he passed four cars, was 24:02. As expected, Denison, was a ball of fire, turning the course in 24:13, 23:08 and an incredible 22:34, averaging 62.5 miles an hour. Bert Miller's Stoddard-Dayton was apparently the fastest job on the road, as he zipped through the measured mile once in 47 2/5 seconds, better than 76 MPH.

Others shared in the heroics. Robertson's superior acceleration took him past Burman coming out of Orchard Grove Turn. Starting three minutes ahead of 'Wild Bob' he was still behind him in elapsed time, however.

As the third lap ended, the intrepid Denison led the field, hardpressed by the Buicks of Chevrolet and Burman. Strang stopped again as rocker shaft pins were working loose on the third Buick. Louis Chevrolet was closing in on Denison and Jim Florida slid off Orchard Turn and broke a cam sleeve. Seymour's Apperson retired with engine trouble near Cedar Lake, his only achievement being an 18-second tire change which provided fuel for Diamond's boastful advertising of its demountable rims.

Lap four and Chevrolet was on top, Denison second. The order was reversed next time around, Burman holding third. Denison pitted on the sixth lap and roared back in third position. Burman, in second place, missed Cemetery Turn and smashed his gas tank.

Chevrolet paused for oil on his sixth lap. Robertson took on oil getting under way again in seconds. Yelling "Get in the rig" to his mechanic, he thundered out, knocking the oil can away with his fist. Denison, screaming toward the stands, splattered the straightaway with iron as the Knox engine gave up the fierce struggle.

Englebeck ditched between S Turn and the next bridge, shifted into first and tore away. His Stoddard carried a spare tire mounted on the left side as well as behind. Chevrolet blew out a water plug, ran into a thicket and emerged with a twig which he shoved into the opening! The incident took six minutes.

One driver, whose name is lost in antiquity, suffered a broken fan, the blades cutting into his radiator. His plug of chewing gum made the repair!

Strang pulled in with Peter Kunze, his riding mechanic, blinded by dirt. He tumbled out and a pitman, Peter Hart, took his place. Lytle smashed into the wire fence at Ray's Corner, but kept on and Robertson's Locomobile moved from ninth place to second in two laps. On lap eight he was five minutes behind the flying leader, Chevrolet. Englebeck, making a pit stop, overshot and broadsided almost into the press stand. A reporter expressed longing for his former criminal court beat.

Trying to pass Robertson looked like the day's best trick. When Englebeck attempted it approaching the Cedar Lake turn, his Stoddard whanged into the fence. Bouncing back, the woven wire struck flagman Theodore Miller of Chicago. With a broken collarbone, he was led into Ray's resort. Lytle tried re-

BLAIR'S DAIRY QUEEN

1312 North Main Street

CROWN POINT, INDIANA

All through the season it will be our pleasure to serve you Dairy Queen products at the store and take home treats.

SEE YOU ALL SEASON

HALL BROS.

CONSTRUCTION

Custom Built Homes

Phone 1777 - Crown Point

Compliments of

HARRY LEWIS

BUILDERS

Phone 2813 Crown Point

YES . . . WE HAVE YOUR SIZE

ROBLEE for Men

AIR-STEP for Women

BUSTER-BROWN for Children

PARAMOUNT SHOE STORES

117 West Joliet St. - Crown Point, Ind.

65 S. Franklin St. - Valparaiso, Ind.

RICHARD J. BUEHLER CO.

Phillips Bulk Deliveries

FUEL OIL - GASOLINE

Phillips 66

Phone Crown Point 798

Compliments of

Gin's Beauty Shoppee

Porch Railings Portable Welding

ADOLPH SCHWARZ

BLACKSMITH AND IRON WORK

Phone 98

Sheridan St. Crown Point, Ind.

R. J. WIRTZ

PLUMBING AND HEATING

Phone 716

221 N. West St. Crown Point, Ind.

peatedly to take the Locomobile, protesting afterward that Robertson's mechanic saw him coming but the driver wouldn't move over.

On the third try Lytle flung his Jackkrabbit alongside, left wheels on the road shoulder. As their wheels touched, Lytle's car spun off and broke a spring. His mechanic, Joe Bates, corroborated his account.

As the tenth lap ended, Robertson was 15 minutes ahead of the Indiana Trophy winner's finishing time on Friday. Chevrolet dropped a valve during this lap and slid into his pit. There were seven rounds yet to go and the Locomobile looked like a winner as Chevrolet's gray Buick lost 16 minutes and took up the chase on three cylinders. The broken valve had smashed through No. 2 piston.

Next time around the big Locomobile was missing badly, but continued, with Chevrolet's crippled machine making up time. Young Bourque pointed vigorously at his radiator cap as he passed his pit, indicating that he would stop for water on his next round. Robertson pitted, and struggled over his steaming engine as pitmen loaded in oil, gas and water. Running again, the Locomobile was still hitting poorly.

Bourque sped past Robertson as they entered Lowell and drew away in the run for Orchard Grove. It was on this lap, the 13th that Bert Miller's Stoddard-Dayton broke both rear wheels in a crash at S Turn. Strang was limping along far behind as Chevrolet flashed by him and Bourque while the Knox pulled in. Pit attendants knocked off the motometer and steam spouted like Old Faithful. Bourque ripped off his sweater as the crew dumped in water.

Hearne's big Fiat, carefully driven, made its first appearance on the scoreboard, in fifth position. Robertson, rapidly losing ground, slid in, yelling "Let's have the other mag." The crew made the change, he pulled out, stopped and backed in again for another adjustment. Leaders were Chevrolet, Bourque, Robertson, Englebeck. The Locomobile got going again, firing smoothly, but at great cost in time.

As the 15th lap ended, the race appeared to be between the Frenchmen Chevrolet and Bourque. They were in the same lap, Chevrolet three minutes behind against the starting disparity of eight minutes. The Knox Giant was, of course, outrunning the three-barrel Buick. Next time around they got the last lap flag with Bourque drawing out.

Strang was almost down to a walk as his Buick teammate began the 17th and final lap. He had covered only 12 circuits. Of the 12 starters five were in the same lap — Chevrolet, Bourque, Robertson, Hearne and Englebeck. Strang's was the only other car still running.

Bourque's Knox fled past the checkered flag. The crowd, informed of the starting gap which would prove decisive, watched for Chevrolet. If he finished within eight minutes he'd win. Three minutes passed, then four, then five. As Buick partisans groaned, the bugle sounded on the second hill down the straightaway. Flagmen waved, "Car Coming."

It topped the last hill and ripped into view—Chevrolet's number 10, could be seen on the radiator. The checkered flag rippled and Louis Chevrolet had won the Cobe Cup with 65 seconds to spare. Bourque's Knox, six minutes and 55 seconds ahead, took second money. Robertson's time for third was 8:14 against the winner's 8:01:39. Hearne's Fiat was fourth, Englebeck's Stoddard-Dayton fifth and Starter Wagner flagged down Strang and his laggard Buick.

Ira Cobe left his box with the big trophy and motored to Crown Point's public square, followed by the five money-winning race cars.

On the courthouse steps he made the presentation and worshipping fans carried big Louis Chevrolet, with his trophy, on their shoulders to his car.

The winner's average speed was 49:26 miles an hour, two miles less than Joe Matson's pace for the shorter Indiana Trophy race Friday.

Cobe announced that the Chicago Automobile Club "hadn't expected a profit" and he personally contributed substantially as the club made up a $23,000.00 deficit. The following year the Cobe Cup was shifted to Indianapolis and the Western Vanderbilt race course returned to the somnolent quiet of a sleepy Indiana countryside.

CROWN POINT (1909)

And a Few of Its "Crowning Points"

It is the intention of the Crown Point Business Men's Association to extend to you, Mr. Manufacturer, Mr. Business Man and Mr. Homeseeker, a cordial invitation to their city, not for the week of these famous races alone, but for the future as well; and with the aid of this condensed prospectus, and your own observation, they hope that you will realize the many beauties of the town and the advantages to be gained by taking up a residence here.

Crown Point, the County Seat of Lake County, which is now the greatest industrial center in the middle west, has already acquired a far-reaching reputation for its natural beauty, but not content with

ESSER
Home Furnishings

GENERAL ELECTRIC

APPLIANCES

Furniture - Rugs

Phone 179

117 E. Joliet St. Crown Point, Ind.

Crown Point
NEWS CENTER

CROWN POINT'S LARGEST AND FINEST
GREETING CARD DISPLAY
FEATURING GIBSON CARDS

Newspapers - Magazines - Tobacco

★ ★ ★

108 South Main Street

CHOICE MEATS - POULTRY - FISH

HOME-MADE SAUSAGE

CROWN
MEAT MARKET

Meat For Your Home Freezer
Cut - Wrapped and Quick Frozen

East Side of Court House

110 South Main Phone 407

Relax On The Beach

Hotel - Cottages - Tap Room

Thrilling Speed Boat Rides, Sand Beach
FAMOUS PICNIC GROVE



TOOMEY'S
PARK RESORT

ON THE LAKE FRONT
Rates — Day — Week — Season
(Reservations only)

S. E. Side Cedar Lake, Indiana
Phone C. L. 5031

this, the citizens have aided nature by building beautiful homes surrounded by spacious grounds. All of this is for your eyes to see and enjoy.

To the more practical the following condensed data will give the reader a few of the many desirable features of the town, as a residence place, and as a site for the location of factories employing high-class, skilled labor, which Crown Point is especially desirous of acquiring.

Crown Point has a modern and improved sewage system.

Railroad facilities of the best. The Erie and Pennsylvania already doing an immense volume of business here. The Chicago, Milwaukee & Gary and the Dinwiddie & Gary are two additional railroads now under course of construction.

These roads strike the town in convenient places and afford the best routes to the market places of the world.

Two Interurban lines, The Gary & Southern and The Indiana & Chicago Traction Co., have begun construction on their roads. These electric lines open up a splendid route and territory, and also connect the cities of Crown Point, Gary, East Chicago and Hammond with the other industrial centers of northern Indiana.

Crown Point has a beautiful Carnegie Public Library.

Social conditions of the best and highest quality, clubs of pleasure, music, art and study being in abundance. Poverty and want are almost unknown.

The city has miles of curbed, well-paved streets, and concrete sidewalks, while $100,000.00 is to be expended this summer in paving every street in the city, which at present does not have a first-class pavement. 300 miles of the best stone roads in the United States are located in Lake County, and they form a net work of perfect boulevards around Crown Point.

Fine churches, in which every religious denomination is represented.

A $200,000.00 Court House has recently been completed, and the County Jail, costing $100,000.00, is now in course of construction.

A splendid farming country abounds around Crown Point and fortunes are being made on the large farms and by small truck farmers. Two Greenhouses find the soil and climate especially adaptable for their purpose, and all producers find a ready market for their output in Chicago.

Crown Point has within its confines, and in close proximity, springs of water of highly medicinal properties. The city water works supplies the population with an abundance of water of the highest quality.

Crown Point is near the Cedar Lake summer resort, where fishing and hunting are at their best. Several small lakes around the town abound with fish and game.

A most up-to-date and modern electric light plant, and a telephone system with private exchanges.

Real estate values are good, with acres of beautiful outlying suburbs with groves of shade trees ready to be opened and placed on the market.

The famous half-mile "rubber-track" at the Fairgrounds known throughout the United States by race-horse men and motorcyclists; the world's mile record having been reached on this track last year at a motorcycle race meet.

These are but a few of the many desirable features of Crown Point. We invite you to inspect the city and its possibilities, which are great. For additional information and data apply to the Crown Point Business Men's Association at Crown Point, Indiana.

★ ★ ★

Earlier Days in Crown Point

By Lake County Star

APRIL 30, 1909—It is thought every property owner along the automobile course, for 22 miles, will sign for a right-of-way for the June races, which will be the greatest event ever occurring in Lake County. It is probable that people will be here from every state in the Union and the amount of money left here will be more than the ordinary pile.

MAY 7—Bids for repair of the race track stone roads were let Saturday to Chicago parties for $21,000.00 and report says it must be finished by June 5, which means a great amount of work must be done in a very short time. It seems the Lake County people can well afford to let them race for two days for that amount of money put on the roads, for they certainly cannot wear it all out.

MAY 14—D. A. Root, the Crown Point lumberman, was awarded the contract over several Chicago bidders Wednesday to furnish the 1000 feet of auto race grandstand from start to finish. Cost of the work has not yet been made public but no doubt is a large sum as it takes 280,000 feet of lumber, besides hauling, building and other materials.

MAY 21—Fred Wheeler and August Hildebrandt secured the lease of 80 rods frontage on the race

Compliments of

ADANK'S BAR

—●—

4488 Broadway Turner 4-9819

In Time Too Late

GETTY REALTY CO.

●

1123 N. Main St.

CROWN POINT, INDIANA

Phone 1560

Compliments of

STEEL CITY
LAWN AND GARDEN EQUIPMENT

Phone Turner 4-7612

4851 Broadway, Gary, Ind.

"Everything for your lawn and garden"

TEEGARDEN JEWELERS

"Diamond Specialists"

Expert Watch and Jewelry Repair

CROWN POINT, INDIANA

13 North Court Phone 2837

FRAN-DENE INN

GOOD FOOD - BEER AND WINE

—●—

3 miles east of Broadway on U. S. 30

Phone Hobart 9163

CROWN POINT LUMBER CO, INC.

COMPLETE BUILDING SUPPLIES

SPECIALTIES

●

Phone 150 No. Sherman St.

LAKE COUNTY

Artificial Breeding Association

CROWN POINT, INDIANA

AMERICAN BREEDERS SERVICE

Frozen Semen From

PROVED DAIRY SIRES

Holstein
Guernsey
Jersey
Brown Swiss
Ayrshire
Milking Shorthorn

BEEF SIRES

Angus
Polled and Horned Hereford
Beef Shorthorn
Charolais
Santa Gertrudis
Brahmas

PROGENY AND PERFORMANCE TESTED

CROWN SKELGAS SERVICE

"Russ" Stuhlmacher

Bottle Gas and City Gas Appliances

Automatic Washers and Dryers

Electric Refrigerators and Freezers

Phone Crown Point 1180

course just across the road from the Chicago Auto club's big $10,000.00 grandstand at the start and finish line, of the Henrichs boys and Mrs. John Krost a few days ago and hope to fill the 20 or more acres with machines and people during the two-day race. The race excitement is already working wonders. D. A. Root has had the honor of taking driver Strang to the grandstand site Saturday. He has made the greatest time and the best record in the run up Lookout mountain.

It is the judgment of those best posted, the conservative daily papers included, that there will be at least 500,000 people around the line of the race course for the two days of the race and for a week before a multitude of people will come here and camp out . . . It is estimated there will be 20,000 automobiles here, as Chicago has that number alone, and they will come from every direction. Each one will use an average of 10 gallons of gasoline while here and it's a query how John Rockerfeller Vincent is going to deliver that amount to the different towns along the line . . . The Pennsylvania railroad has already announced that it will send 10 or more solid passenger trains from New York to Crown Point at $13.00 for the round trip and these extra trains will be used to pull people to and from Chicago during the two days of the races. From now until the event has passed things will hum in Sleepy Hollow. Lastly, how many wells will it take at the grandstand to quench the thirst of the multitude?

MAY 28—Geisen & Son will furnish 1,000 chairs for the boxes in the race grandstand . . . Rooms with beds—no board—are being snapped up at $4.00 a day for the races . . . Several of the vacant lots of South Court, facing the race course, will have seats for sale and it is said chairs can be rented in front of some of the homes there. Hayes & Daugherty will have free band music and ice water at their race seats on Court street . . . There were at least 150 foreign machines here Sunday. French and Italian cars were mixed in, race cars stripped for action, touring cars, runabouts and, in fact, everything in the automobile line. Hotels and restaurants were put to full capacity and it is thought the heavy Sunday business will continue throughout the summer since, after the races are over, everybody will know where Crown Point is located.

C. M. Baker rented his garage Sunday to the Locomobile people for 20 days for $200.00. Twenty-five members of the Studebaker family of South Bend have leased the Agricultural hall at the fairgrounds for three days for $125.00 and board their members at J. T. Atkins', in the fairground house, three days for $150.00.

JUNE 4—The dray loads of mattresses and beds shipped to this place the past few days astonishes the natives, but some are lacking yet to sleep 500,000 people. J. M. Morgan has rented his entire shop to the automobile fellows 12 days for $200.00 and will do his horseshoeing and other blacksmith work on the rear of the lot, where a temporary place will be built.

JUNE 11—The race grandstand has been placed in a spooky place. In our recollection there have been four men killed by accidents within a quarter of a mile of the place and one committed suicide on the same tract where it was located. Driver Strang shipped his Buick race machine by express to Louisville Tuesday night to go in the race there Wednesday at a carnival and shipped it back here. The Johnson restaurant fed 80 people Sunday. They adhere to the old price of 50 cents . . .

JUNE 18—No arrests were made here Sunday on account of fast machine driving notwithstanding it was the greatest crowd of devil wagons ever here. They seemed to have learned that 15 miles an hour law in Crown Point from the experience of others who have been taught the past three weeks . . . It seems like there have been enough cots hauled and placed in Crown Point to sleep the Potomac army in its palmy days. Our people seem to have gone mad on the question and how it will pan out is yet to be learned. The 30 race machines for the two events are all making headquarters in this place except the two or three crowds quartered farther south. We have the Buick, Knox, Locomobile, Fal-Cars, Marion Flyer, Apperson, etc.

Work was started on the overhead bridge on Main street Tuesday morning, which will be 14 feet wide, 10 for vehicles and four for pedestrians. The bridge over the track will be eight feet high with an incline of 50 feet running each way. There will be no foot bridge at South and Court streets. All crossing done after the races start will have to be done on the Main street viaduct.

JUNE 25—Headlines for the race story: THE GREAT RACES ARE OVER. The Crowds Have Dispersed—Thank the Lord—The Best Part Is No One was Killed or Severely Injured—Plenty of Vendors Frosted . . . The great races, so long in preparation, closed Saturday night and we believe it is the general opinion that there will be no mourning if Lake County never has another one . . . A fair estimate would be on the Crown Point end of the course 30,000 Friday and perhaps 45,000 Saturday. It is known to a certainty Chicago failed to respond and the New York trains didn't show up . . . Generally speaking the affair was a losing game from first to last.



Spec and Jo's Cocktail Lounge and Restaurant

STONEX & LAMSON

Real Estate and Insurance



★ ★ ★

158 N. Main St., Crown Point, Ind.

TELEPHONE 133

★

How Belanger Builds Winners

By Harry P. Hunt, Speed Age Feature Writer

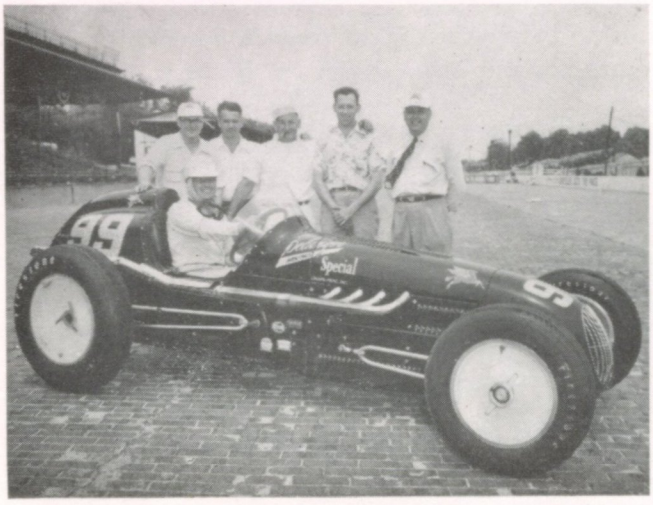
He has what it takes to keep his racing cars out in front — money, yes, but mechanical genius, top drivers and the breaks, too.

One day last summer Tony Bettenhausen, racing driver, shoehorned himself into the cockpit of a tiny mount at Langhorne, Pa., and fired up his engine for 100 circuits of a one-mile dirt track. Then he wagged an admonitory finger at his pit crew.

"Don't let me be more than 23 seconds behind at the 75th lap," he ordered.

Other drivers, tense at their wheels, crept up and passed him. But Bettenhausen, past master of all the tricks of his trade, took it easy, tailing the field for most of the race.

As he flashed by on the 75th lap his pit crew held up a blackboard with "L75" chalked on it. Below was "23" with an arrow pointing down the track.



Belanger's "99" and Crew

Bettenhausen straightened up and hit the accelerator. For the next 25 laps he improved his time exactly one second a lap. That was enough to beat the man who had been leading the race—by a comfortable two seconds.

Bettenhausen had confidence in his car—because it was from the most successful stable of racing cars in the United States. This stable, in the drowsy little town of Lowell, Ind., is to professional gasoline racing what Kentucky's Calumet Farms is to horse racing.

Husky, handsome Murrell Belanger, its owner, has spent $400,000.00 in the last 10 years on four mechanical blue bloods. His newest car, just arrived, bore a price tag of $30,000.00. What Bettenhausen's mount, No. 99, is worth is problematical. Belanger has turned down $60,000.00 for it.

No. 99 is the stable's star performer. It won the Memorial Day, 500-mile race in Indianapolis last year. Then it carried Bettenhausen to the American Automobile Association national championship on dirt tracks speckled here and there across the country from Langhorne to San Jose, Calif.

With any kind of a fair break, Belanger believes that No. 99 will win again at Indianapolis this month. His newest car, No. 1, is almost a duplicate of 99. It too has been entered in the 500. One of his other cars, No. 18, holds the world's record for 100 miles on a one-mile dirt track—an average speed of 95.5 miles an hour. And his fourth car, No. 34, holds the world's record for one lap of a mile dirt track, 106.38 miles per hour.

To the unpracticed eye, 99 looks like most racing cars. It has a Meyer-and-Drake four-cylinder engine, made in Los Angeles, like most of the other cars which compete annually for the AAA championship.

It has a tubular-steel frame and, like the others, a stiff front axle, a one-piece rear axle without a differential, and a three-speed transmission. Its weight is suspended on torsion bars, which is customary, and its brakes are the disk type mounted inboard of the wheel anchorage, which is nothing unusual. Like other racing cars, it has no fan to cool the engine. At track speeds, a fan is superfluous.

Something Extra Added

But the similarities between 99 and competitive cars, like the similarities among horses, are superficial. It has something extra that makes it a championship mount.

It is smaller and lighter than most other racing cars. It weighs less than 1,600 pounds "dry"—without oil, fuel and water. That's half the weight of a Ford, Chevrolet or Plymouth. It's squattier. Its center of gravity is four to five inches lower than ordinary because of the unusual height of the suspension—18 inches in front, 20 in the rear. This is one reason that, while 99 has an unusually narrow tread and has been in four bad crack-ups in its four seasons of racing, it has never been on its back.

"This car," remarks Bettenhausen, " is peculiar.

You can't gain time with it by coming out of the chute (the straightaway) fast and throwing it sideways in a corner. You have to drive it differently."

No. 99 has a smaller engine than most racing cars, displacing only 262.9 cubic inches. That's a measurement of its cylinder size. It develops 340 horsepower at a 14-to-1 compression ratio with alcohol (used on dirt because it burns cool when crud from the track plugs up the radiator), and 310 horsepower at a ratio of 11.5 to 1 using Belanger's particular gasoline-alcohol mixture (used on the bricks and asphalt of the Indianapolis Speedway). For comparison, the Cadillac, the most powerful production passenger car today, develops 190 horsepower.

The exhaust pipe of 99 has a particular diameter and length. Just what they are is strictly Belanger's business. The stable arrived at the dimensions by cut-and-try methods. Diameter and length affect horsepower output.

To own a championship gasoline-racing stable like Belanger's you need an exquisite knowledge of mechanics, a good deal of shrewdness, the breaks of the game, and money. A barrel-chested man of French descent, Belanger has these requisites.

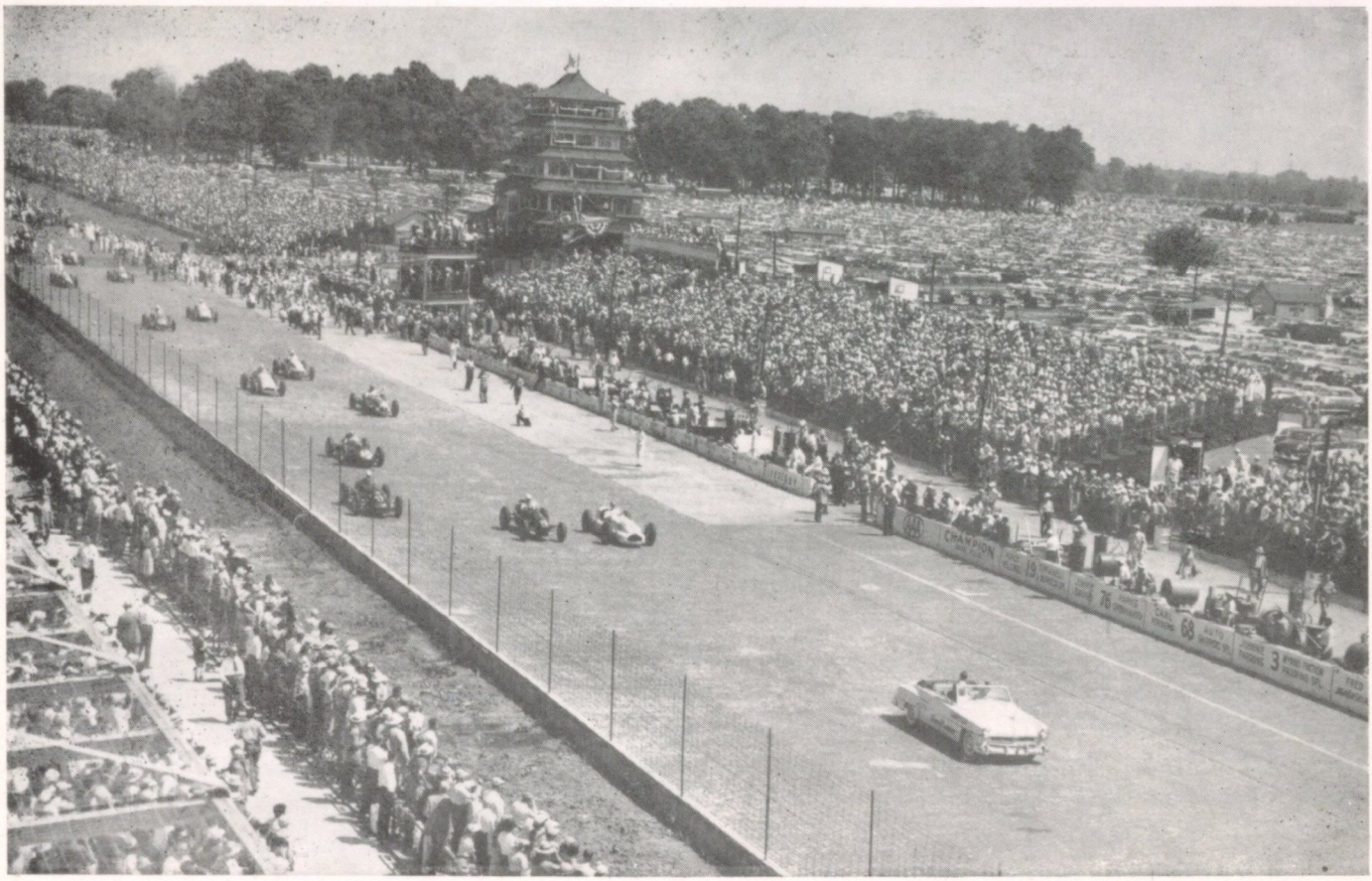
Special Fuel Mixture Used

Last year they all added up to hit the jackpot. Before the 500-mile race on the 2½-mile Indianapolis track, Belanger ran exhaustive fuel-consumption tests on 99. With the mixture determined upon, he figured he would put Lee Wallard, his driver, or "chauffeur," well out in front for a safe lead during the first 200 miles by giving him a light fuel tank—just 30 gallons to start. The car holds 54.

Wallard was instructed to make just one stop, at 200 miles to refuel. With gas consumption of eight miles to the gallon at a speed of 130 miles an hour, he would have a cushion of 16½ gallons for the remaining 300 miles when he filled up at his stop.

But things went haywire. Instead of 130 m. p. h., Wallard drove many laps better than 133. That, Belanger was sure, was going to throw his calculations off. Then, at the 125-mile mark, the blow came. Wallard braked to a stop in the Belanger pit. Two of his tires were going. Belanger groaned.

A quick check of the tank, however, showed that consumption still was only a gallon every eight miles. Mathematically, Wallard could still complete the race without another costly pit stop. As the driver refueled and re-tired in 75 seconds, threw his car into gear, Belanger slapped him on the back.



Pace Lap of the Famous "500"

A Winner After 17 Tries

126.244 M. P. H.—3 Hours 57 Minutes

"You've got 375 miles to go and 422 miles of gas," he said over the roar of the cars.

"See you in the bull pen, boss," the chauffeur called back, using a driver's term for the fenced-in victor's circle.

He did. But Belanger was not exactly surprised. He figured from the start that he held the cards—even though he had been unsuccessful in trying to win this race for 17 years.

Merchant and sportsman, Belanger has his own way of doing things. Up to an hour before a race, there's not a drop of fuel put in the tanks of his cars. If he runs up his engines, he draws fuel from milk cans piped to the carburetors. He says alcohol, one of the fuels used in racing, congeals and dirties his filter screens.

After a race he siphons off every drop of fuel left in the tanks. The nearest his crew ever came to getting fired outright was after a race last year when they failed to empty the tanks.

Belanger has his eye on everything.

"Remember your extra weight in the corners," he will say to a driver at a fuel stop. All racing cars skid the turns—the "corners"—but they skid differently after a refueling because the rear wheels are carrying more. Sometimes a chauffeur momentarily forgets.

Belanger lets his drivers look at the fuel pressure, oil pressure and temperature gauges on their instrument panels when they are "cutting one" around the track for practice. But before a major race he disconnects all the dials. A faulty instrument reading might worry them. He wants them to concentrate on winning.

Most of the between-seasons' work on 99 and its sister cars is done at Lowell in a shop that is a mechanic's paradise. It is on the second floor of its owner's farm-equipment store, and a special elevator hauls the cars up and down. One side of the shop is paneled in knotty pine.

Stable a Community Project

Like a small-town baseball team, the stable is a sort of community project. Arrive in Lowell to see Belanger, and within an hour the barber, chief of police and local agent for the Monon railroad know your name and business connection. Earl "Frenchy" Sirois, a competitor of Belanger in the farm-equipment business, will get wind of you, too, because he's one of Belanger's mechanics during the racing season. Lowell's fire chief for the last 16 years, Harold "Buss" Brownell, most certainly will know about you because he's also a Belanger mechanic.

The traffic of Lowell citizens through the Belanger shop starts the day after the racing season closes. That's when the active mounts in the stable are torn down and rebuilt. The 1951 season ended on November 11. By December 23, No. 99 had been taken apart and put together again.

When the crew got through, half the car's parts were new. But you couldn't tell them from the used parts. All were spotless and shiny. That's the Belanger touch.

So is the sign on the outside of the shop's big sliding door. It reads: "Stop—Please Wipe Feet On Mat." You'd better, too.

Belanger has three expert mechanics on his payroll the year 'round. One, Buss Brownell, studied mechanical engineering at Purdue.

"No use looking for a chair," Buss will remark to a visitor with a tincture of complaint. "We never sit down around here."

Belanger hires three more mechanics during the racing season. That's not counting Belanger himself, who, on the testimony of his grooms, is the best mechanic of them all. Nobody touches a piece of plumbing—fuel, water and oil lines—on his cars but Belanger. He won't allow it.

He is perfectly willing to gamble on a change in his cars, but his risks are calculated.

Improvements Are Constant

Traditionally, cylinder walls in all automobiles have been mirror-smooth to save friction and wear and maintain compression. Belanger's aren't. They're deliberately scored. Oil lodges in the scratches. He found out, by trying, that it gave him better lubrication at high speeds.

Improvements in the cars are constant. At San Jose last year Bettenhausen broke a rear-brake hydraulic line at the 16-mile mark of a 100-mile race. Braking on three wheels would have thrown the car out of control. He drove the rest of the race without brakes.

He had a shutoff valve for his front brakes but none for the rear. Now, on his recommendation, there are shutoffs on both sets.

At Indianapolis last year Wallard, too, had brake

FRANZ STANDARD **SERVICE**

Ervin H. Franz

Cor. Main and North Sts.

CROWN POINT, INDIANA

VAN'S PAINT CENTER

105 N. Main Street

★

Visit Our Wallpaper Bar

PRATT & LAMBERT PAINTS

Decorating Enterprise

Compliments of

J. RUSSELL AUSTIN

Agent for

STATE FARM INSURANCE

★

101½ S. Court Crown Point

Phone 236

PEER CABINET CO.

CUSTOM BUILT

CABINETS - FORMICA SINK AND COUNTER TOPS

WARDROBES - BARS

STORE AND OFFICE FIXTURES

●

Phone 1068

700 Merrillville Rd. Crown Point

ALLIS-CHALMERS - NEW IDEA

Tractors and Farm Implements

GRUEL BROTHERS

SALES AND SERVICE

★ ★ ★

Cor. Grant and Goldsborough

Phone 76 Crown Point, Ind.

COFFEE COLD DRINKS

IDEAL RESTAURANT

BREAKFAST - DINNER - LUNCH

109 N. Main Street

CROWN POINT, IND.

HUB BOOTERY

FAMILY SHOES

113 No. Main Street

CROWN POINT, INDIANA

RED GOOSE - GRACE WALKER - JACQUELINE

RANGER - WOLVERINES

Stath Office Equipment & Supplies

PRINTING - FURNITURE - BUSINESS MACHINES

SERVICE AND RENTALS

—●—

114 Clark Crown Point 300

trouble. A nut holding the right-rear brake cylinder to its bracket failed. He was only 12 laps from the finish, but the fright in the Belanger pit as he skidded through turns without brakes led to a change in the type of nut used.

Drivers Picked With Care

A championship stable takes good chauffeuring. From personal experience at the wheel, Belanger knows how to pick his drivers. He started earning his living in his late 'teens by washing cars at a dollar a day. In time he bought a Ford and hopped it up. For four years he drove the Ford in dirt track races. To keep an anxious mother from finding out, he entered his jalopy under another name.

Belanger's chauffeurs are shrewd and knowing. Melvin Bettenhausen — everybody knows him as "Tony"—has driven more 100-mile races than anybody else in the business. Slight-framed, wiry, nervous, he runs a small farm and an automobile agency in Tinley Park, near Chicago, between racing seasons.

Like horse jockeys, the chauffeurs of gasoline alley have their preferences in men and mounts. Tony regards George Salih, chief of the Belanger pit crew, as one of the greatest racing mechanics alive. Salih was named the outstanding racing mechanic of the year in 1951. Tony feels the same toward Dale "Tiny" Worley, one of the grooms in the stable. Tiny weighs 250 pounds and more without the weight of a cylinder block in his hands, but moves like lightning during the pit stops.

At the start of the season Belanger drops his work at his automobile agency, his lumberyard, his feed store and his two farm-equipment stores, and dons coveralls to work alongside his drivers and mechanics. He takes his business accountant with him during all races.

Records Kept of Every Lap

The performance on every lap of every race is recorded. He can tell you how much time a particular mount required on the 11th lap at Syracuse in 1950. He can tell you its carburetor settings, magneto timing, gear ratio, fuel mixture, how many pounds of weight each wheel carried, and the number of pounds of air in each tire. The tires are extra important. A soft tire flexes too much. Flexing causes heat. Heat destroys tires.

The record book serves another purpose, too. It's



"99" Victory Flag

source material to answer questions in letters, telephone calls and telegrams after each race run on a dirt track normally devoted to horse racing. The inquiries run the gamut of subjects from valve diameters to fuel capacities. Horse-track habitues will bet on anything.

No. 99

First car in history to finish 500 mile race under 4 hours.

First car to win 500 mile and National Championship in same year.

1. Bay Meadows, California
2. Springfield, Illinois
3. Du Quinn, Illinois
4. Milwaukee, Wisconsin
5. Detroit, Michigan
6. Goshen, New York
7. Syracuse, New York
8. Langhorne, Pennsylvania
9. Sacramento, California

Lee Wallard won the 500 and Tony Bettenhausen the National Championship.

The final resting place of this car—on display at the Hall of Fame at Indianapolis, Indiana.

Note: This race car is also in the Encyclopedia in year 1952.

Compliments of



1112 W. Chicago Ave.

East Chicago, Indiana

The "Old Homestead"

By Charlotte Wheeler Verplank

One of the last landmarks that ties modern Crown Point to that era of by-gone days which saw the city's history begun by the first settlers landing here in 1834 is a house on South Court street known locally as the "Old Homestead". It dates back to 1847, and remains in 1959 substantially as it was built by Wellington A. Clark, grandfather of the present owner-occupant, Claribel Clark Bevan.

The original doors with their thumb-latch locks, the hardwood flooring that was the subject of awe and envy among pioneers of the day, the outside siding that was such a departure from the log walls of its contemporary structures, and the huge, hand-forged nails which secure its members, are as serviceable today as they were 112 years ago when the "mechanics" put the materials together to form what is now considered the oldest home intact in Lake County.

Only the removal several decades ago of the hollowed-out and tin-lined log which used to form the rain trough on the front of the house has changed the face of the old structure and modified its appearance from the Court street side. Elsewhere, a woodshed incorporated in the original building has since been closed in to form an additional room, though still visible are the oaken timbers which once supported the roof of the shed and allowed an ox team to back into the unloading area to deliver its cargo of winter's fuel.

But in the main, the house stands substantially as it did more than a century ago when the founding fathers were not mere names in a history book, but actual flesh-and-blood characters in the life drama which daily unfolded on the stage of this community. The original Robinsons and Clarks and Holtons and Balls are but memories today, while the old house they well knew still stands as it stood when their footsteps past it raised little puffs of dust which has since been disturbed by the hurrying feet of later generations.

Precious Old Documents

And inside, the atmosphere of the parlor too is reminiscent of eras past. Pictures of ladies and gentlemen clad in the elegant garb of a century ago, furnishings unseen in modern living-rooms, documents drafted by personalities long since become but familiar names from a musty past, are all presided over by a tall, alert, twinkling-eyed, white-haired lady whose youthful enthusiasm for her treasures belies her 87 years. She'll show you the deed signed by Solon Robinson in 1847 which conveyed to her grandfather Clark the



The "Old Homestead" on South Court

SERVING YOU FOR HALF A CENTURY



OUR FIRST SHOP



A CENTURY OF TRANSPORTATION PROGRESS

TRUCKS
TRACTORS
FARM MACHINES

★
★
★

STUDEBAKER
and
The "LARK"

P. W. Struebig & Son

192 W. Joliet

Crown Point 221

SPEED QUEEN
Automatic Washers - Dryers
Wringer Washers

NORGE
Refrigerators - Freezers - Ranges
Dishwashers - DeHumidifiers
Air Conditioners

HAMILTON
Automatic Washers - Dryers

WESTINGHOUSE
Automatic Washers - Dryers
Refrigerators - Freezers - Ranges
Dishwashers - DeHumidifiers
Air Conditioners

GIBSON
Refrigerators - Freezers - Air Conditioners
DeHumidifiers

CROWN GAS RANGES

TAPPAN
Built in Ranges

Congratulations Crown Point, on 125 Years of Progress

From

Crown Point's Largest Servicing Dealer

MIKUTA APPLIANCE

SALES AND SERVICES

602 North Main

Crown Point

Phone 2072

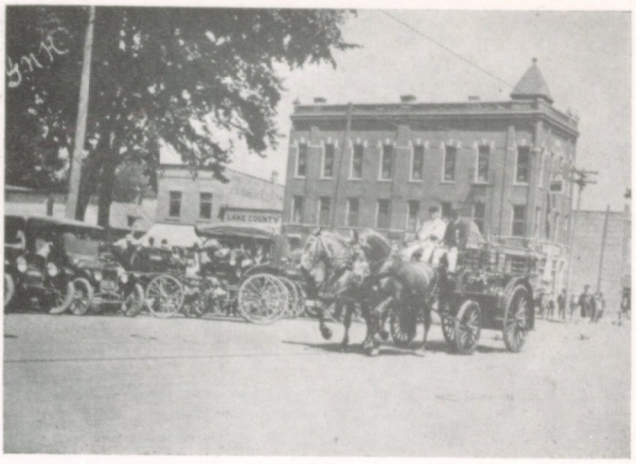
half-acre tract the house was built upon, and smile appreciatively at the awe you display as you trace the beautifully executed signatures of the principals to the transaction which involved $50.00 cash and was witnessed by Justice of the Peace George Earle. She'll tell you of her earliest memories of standing on tiptoe as a little girl of three to peer over the window-sills and out into the yard where grew the wistaria and white lilacs which, brought by her grandfather from southern Ohio in the late '40's, still surround the house today. She'll point out as "modern innovations" the closets added to the house decades ago to replace the "nail-studded boards on which used to hang a hoop skirt and the Sunday go-to-meeting clothes" of the original occupants. And she'll drop her voice reverently to speak of the ornate stand in one corner of the parlor where rested the family Bible with its handwritten entries recording the joys and sorrows of a hundred years and more ago. The Book, she'll tell you, is only brought out of safe-keeping now on "special occasions", to grace the stand which once knew its weight on a permanent basis. And she'll pass you an autograph book, once the property of her grandmother, bearing ornately inscribed and Victorian-styled poetry written to her ancestor by long-gone friends and well-wishers whose efforts carry dates like 1848, 1839, even 1835.

—And A New One!

But Claribel Clark Bevan, steeped in tradition and founded in historical lore, isn't just a wistful, nostalgic figure lost in the wrong century. Far from it. For unlike the furnishings and the house they and she inhabit, she is a creature of here and now. "I love my house and my things," she says firmly. "And I want them preserved." And to back up her statement she'll show you another document, a modern one bearing a current date. It is a petition requesting city councilmen to make illegal by ordinance the establishment of any auto parking site south of the lot which marks the northern boundry of the "Old Homestead." "It's been a lot of work for an 87-year old woman," she'll tell you, "but I got 42 signatures to this petition, all by myself."

And one wonders whether modern city fathers will recognize a building and its furnishings and its artifacts from another era as a shrine to the past and will honor the wishes of a vigorous long-time citizen to retain one of the landmarks that tie present-day Crown Point to its historical heritage; or will the tide of modernization one day wash before it the last of the bonds with yesterday and cause the demise of a proud old house and its proud old relics owned by a proud lady who is old only in years and in memories?

Some Early Fire Department Scenes



Cy Kettenring and Dan Hoffman



Herman Blankenship



Fred Mecklenberg and August Wirtz

First house east of Route 55 on U. S. 30

H. Kuyzin J. Kuyzin

GAY NINETIES

"The Small Shop With The Big Reputation"

Phone Merr. 9-2896

Four miles north of Crown Point, Indiana

MERRILLVILLE FURNITURE, INC.

LOCASTO AND VIERK

•

Telephone 9-5244

7138 Broadway Merrillville, Indiana

IDA'S SHOPPEE

'Nationally Advertised

LADIES' AND CHILDREN'S WEAR

Hours: Daily 10-6—Friday 10-9

Phone Merr. 9-2232

CEDAR LAKE AUTO CLINIC

Claron (Red) - Elva M. Luedtke

GENERAL AUTO REPAIRS

AUTOMATIC TRANSMISSIONS

TOWING - BODY WORK

Phone Cedar Lake 7374 or 7881

East side of Cedar Lake — Lowell - Cedar Lake Road

HALSTED'S
TRI-CENTER SERVICE

Prop. J. M. Halsted

GOODYEAR TIRES, BATTERIES, ACCESSORIES

Lubrication - Brake Service - Tune-Up

MERRILLVILLE, INDIANA

Phone Merr. 9-8975

CONRAD'S APPAREL

4813-15 BROADWAY

GARY, INDIANA

Phone TUrner 4-4884

COMPLIMENTS

OF

JOHNSTON INSURANCE

JUNEDALE TAP

BEER - WINE - LIQUOR

FISH - CHICKEN

BAR-B-Q RIBS

•

4865 Broadway TUrner 4-7331

Times Change...Buildings Don't



Then



Now

Crown Point City Fathers

Incorporated as a City - July 6, 1911

Mayor

Harold H. Wheeler ..... July, 1911 to March, 1913
Edward A. Krost ..... April, 1913-1917
Benjamin A. Hayes 1918
Claude W. Allman 1919-1921
Edward C. Glover 1922-1929
W. Vincent Youkey 1930-1947
Marvin G. Erlenbach 1948-1959

Clerk-Treasurer

Clerk - Howell V. Parry 1911-1917
Treasurer - Herman J. Lehman 1911-1913
Treasurer - Edward C. Glover 1914-1921
Clerk - Raymond Minas 1918-1921
Treasurer - J. J. Steeb 1922-1929
Clerk - L. H. Rudolph 1922-1929
Treasurer - Earl Crawford 1930-1933
Clerk - Anna A. Dickey 1930-1933
Clerk and Treasurer - Vernon R. Everett .. 1933-1959

City Attorneys

Martin J. Smith
Foster Bruce
August Bremer
E. Miles Norton

First Delivery of Milk in Bottles in Crown Point



Photo Courtesy of Alvin Guske

August Guske Delivering Milk in 1905

City Council - 1959

Mayor Marvin G. Erlenbach
Donald C. Coash
Walter E. Evans
C. Harold Nichols
Roger Schnurlein
Max J. Spencer
Clerk-Treasurer Vernon R. Everett
City Attorney E. Miles Norton
Chief of Police - George Knight
Fire Chief - Albert Rettig

Crown Point Plan Commission

John Rohrbach, Chairman
Violette Everett, Secretary
Donald Coash
E. Miles Norton
Clarence Bohling
Harold Clevenger
Carroll Holley

School Board - 1959

Kenneth Knight - President
Carroll Holley - Treasurer
C. P. Rapp - Secretary
Superintendent - Robert Brannock

Officials of Center Township

Harry H. Meyer ..... Trustee
Harry H. Strong ..... Assessor
Harvey Minas ..... Justice of the Peace
Alvin Guske ..... Justice of the Peace
Ross Ruble ..... Constable
Earl Martin ..... Constable
Richard Buehler, Chairman ..... Advisory Board
William Fifield ..... Advisory Board
Harold Wheeler ..... Advisory Board
Lloyd E. Cutler ..... County Agent

Crown Point Officials



Top row, left to right: Councilmen Roger Schnurlein, Walter Evans, Don Coash, Max Spencer. Bottom row, left to right: Councilman Harold Nichols, Mayor Marvin Erlenbach, Clerk-Treasurer Vernon Everett.

DOROTHY'S DINER

DINNERS PREPARED TO GO

CHICKEN AND STEAKS - FISH - SHRIMP
CHILDREN'S ORDERS

HOME COOKED MEALS SERVED DAILY

CROWN POINT 3157

Open 5:30 A. M.

318 E. Monitor

ELECTRICAL INSTALLATIONS
REFRIGERATION SERVICE

GARD REFRIGERATION SERVICE

Elmer A. Gard - Frank A. Klassen

Phone 1152 441 South East St.

CROWN POINT, INDIANA

BAKKER & LOLKEMA

405 East Ridge Road

Phone TEmple 8-4300 Griffith, Ind.

INTERNATIONAL HARVESTER
TRACTOR AND TRUCKS

SALES — SERVICE

CONN organs "TRIUMPH IN TONE"

PIANOS - ACCORDIONS
BAND INSTRUMENTS

"Its a Conn

and yet costs no more"

FOSTER MUSIC CO.

Phone 1751

101 North Main St. Crown Point, Ind.

DEPOT SERVICE

417 N. Grant Street

★

TORO-LAWN MOWERS

SMALL ENGINE REPAIR AND BICYCLES
SAW FILING

GORDON E. GRAPER

Licensed - Bonded

ELECTRICIAN

★

Phone 213

CROWN POINT, INDIANA

HAVE CLIPPERS WILL CLIP

CORDIA S. CADWELL

★ ★ ★

404 Grant Street

CROWN POINT, INDIANA

VICKROY STANDARD SERVICE

STANDARD

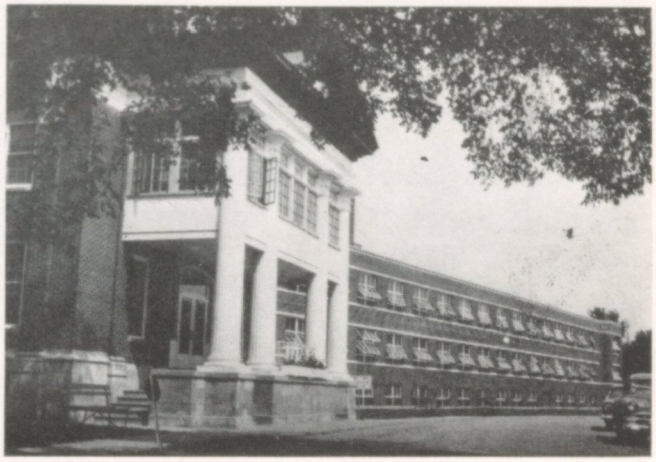
1300 N. Main St. Phone 3163

CROWN POINT, INDIANA

Lake County Buildings



Criminal Court Building



Parramore Hospital



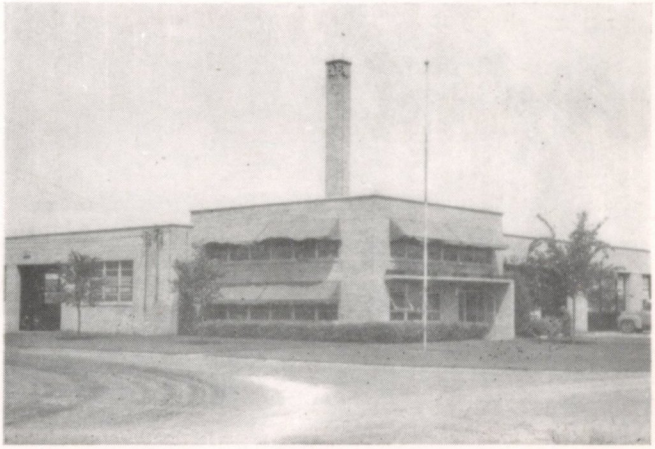
Detention Home



Lake County Home



Lake County Jail



County Garage

"AGAIN" YOU SEE

H. & B.

CUSTOM BUILT

Heating

—●—

AIR CONDITIONING

2000 N. Main Phone 2000

Crown Point Cleaners

WHEN YOU WISH TO
LOOK YOUR BEST . . .

Call
Crown Point 849

We operate our own dry cleaning plant assuring every article the skilled craftsmanship and infinite care your satisfaction demands . . .

SPECIAL 6 HOUR SERVICE
IN BY 10 OUT BY 4

Plenty of free parking space

Open 7 A. M. to 7 P. M. except Sunday

600 N. Main Crown Point

LOGAN'S

Better Foods

EVERYTHING'S GOT TO BE GOOD!

Cheery Breakfasts
Hot, Quick Lunches
Delicious Dinners
The Best Coffee

—●—

WEST SIDE OF SQUARE

FUEL OIL

WITHAM'S

CALL

1965

Local Scenes



City Hall



Public Library



Community Building



Masonic Temple



Covered Bridge at Fairgrounds



U. S. Army Reserve Center

AL'S TAP and LIQUOR STORE

Alex Reath, Prop.

CHOICE BEER - WINES AND LIQUORS

★ ★ ★

On Route 30, ¼ mile west of Dyer, Indiana

CHICAGO HEIGHTS, ILLINOIS

THE L. KEILMAN CO.

Established 1858

LUMBER - GRAIN - HARDWARE

BUILDING MATERIALS - MILLWORK

Over 100 Years of Service

208 Matteson Street, Dyer, Ind.

Phone UNion 5-6331

GLENN COOPER & ASSOCIATES

REALTORS - BUILDERS - SUBDIVIDERS

101 North Main Street

Phone C. P. 1088 Crown Point, Ind.

COMPLIMENTS

OF

HANLON ELECTRIC CO.

Compliments of

HAPPY HOLLOW

★ ★ ★

JOHN AND IRENE

QUINN'S SHORELINE COTTAGES

SAN SOUCI ROAD

CEDAR LAKE, INDIANA

W. F. BRUNT

PLUMBING AND HEATING CONTRACTOR



R. R. 2 Box 397

Phone Cedar Lake 2561

MOTEL BREEZY POINT

Ruth and Lester Saville

On U. S. 41, one and one-half miles south of U. S. 30

R. R. 1, Box 163-D Phone St. John 4121

DYER, INDIANA

The Marriage Mill

In the early days of Crown Point, the Gretna Green of the middle west was located here, where couples could get married within a matter of minutes. Seldom a week went by but that some famous person came to Crown Point to call on one of the "Marrying Justices". Some of the notables included Rudolph Valentino, Henry B. Walthal, Joe DiMaggio, "Red" Grange, the Mills Bros., "Woody" English, Kingfish Levinsky, Suzanna Froedtert, and many, many others.

Center Township Justices of the Peace who were and are now in office are Harry Nicholson, Howard "Spot" Kemp, John Krost, Arthur Taylor, Neil Platt, William Keene, Alvin Guske and Harvey Minas.

Lloyd E. Cutler

No historical pamphlet that covers the last 25 years or more could be complete without mentioning the name of Lloyd E. Cutler, Lake county agent, who has completed 35 years of service in Lake County.

He was appointed on August 7, 1924, and has now served longer in one county than any other Agent in Indiana. In point of service he is also now the oldest county official in Lake county.

★ ★ ★

The Centennial Committee wishes to express its thanks to all the people who have served on Committees and any others who have helped to make Crown Point's 125th Anniversary Celebration a success.

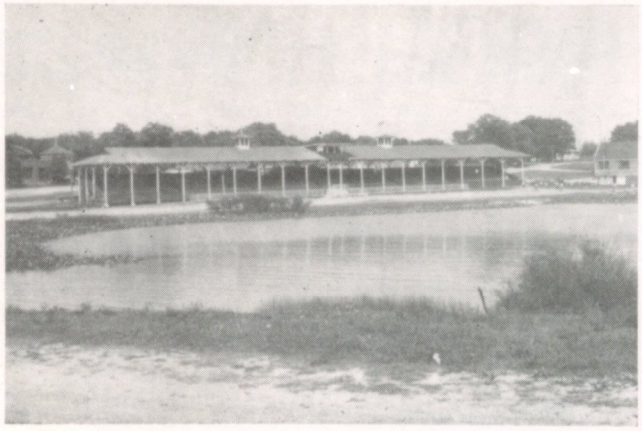
An Early Street Scene



Photo Courtesy P. W. Struebig & Son

Looking west on Joliet from West Street. Julius Nielson on the tractor.

A Popular Picnic Spot



Lake and Grandstand at Fairgrounds

★ ★ ★

Made Many Headlines



JOHN DILLINGER

Escaped from Crown Point Jail, March 3, 1934

Crown Point Local Union No. 1938

United Brotherhood of Carpenters and Joiners of America

Chartered November 2, 1907

52 Years of Progress

OFFICERS

JACOB E. SHEETS, President
WAYNE CARLSON, Vice-President
GEORGE HARSHA, Warden
CHARLES WOOD, GLEN SNOW, EDWIN MEYERS
Trustees
JOE McCOLLY, Conductor
ED CARLSON, Rec. Sec'y
WILBUR HUSHMAN, Financial Sec'y
JAMES KRETSCHMAR, Treasurer

Meets 1st and 3rd Wednesday, 7:30 P. M.

Carpenters Hall, 115 East Joliet St.
CROWN POINT, INDIANA

Compliments of

Crown Point

MOOSE LODGE 260

"The Family Fraternity"

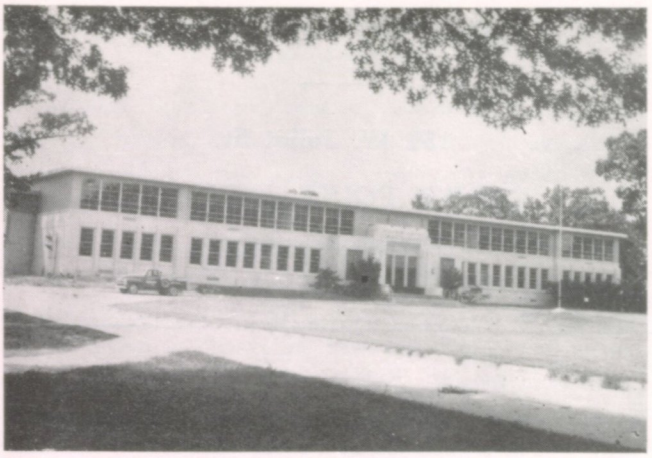
★ ★ ★

PROTECT YOUR LOVED ONES

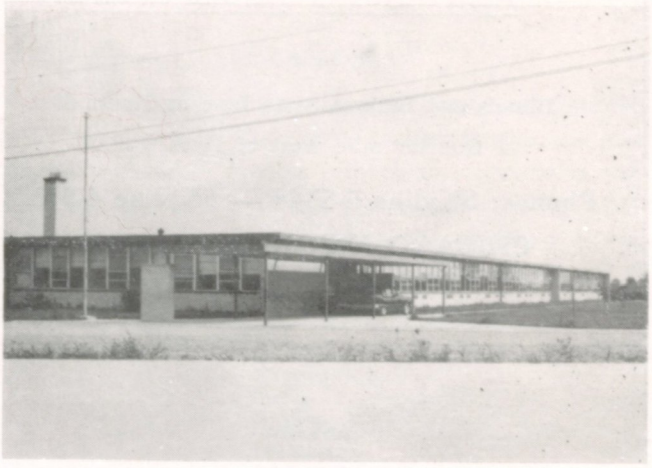
J O I N

The Moose Now

Crown Point and Township Schools



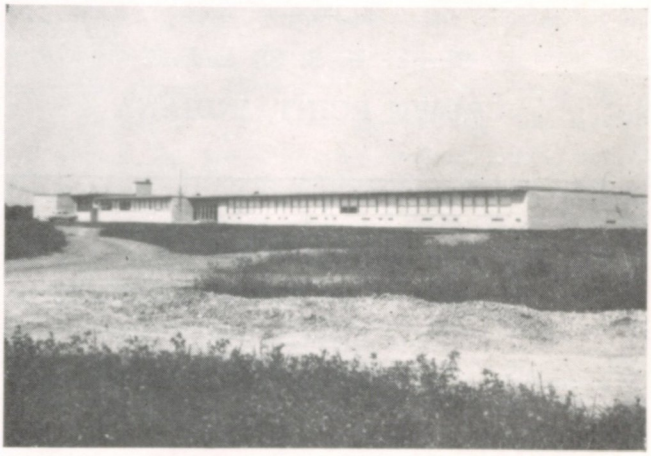
High School



Robert A. Taft Elementary School



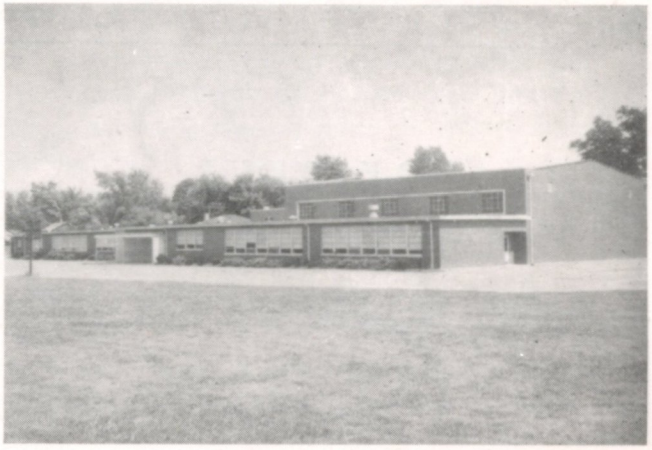
South Ward School



Robert A. Taft Junior High School



Solon Robinson School



St. Mary's School

LONG'S VILLAGE PUMP

RESTAURANT AND MOTEL

Illinois and Indiana State Line on Route 30

1 Quarter mile west of Dyer, Ind.

Phones: SKyline 5-5344 — SKyline 4-9753

CHICAGO HEIGHTS, ILLINOIS

SMART SET BEAUTY SALON

Mr. Edward - Mr. Charles

152 W. Joliet St.

CROWN POINT, INDIANA

Telephone 2428

STANDARD

SAGER'S STANDARD SERVICE

Phone Merr. 9-8985

Corner U. S. 30 and 55

CROWN POINT, INDIANA

"A good job is not cheap. A cheap job is not good."
For a good job at a reasonable rate:

CALL

H U B

HEATING SERVICE

"Experts in Oil Combustion"

140 N. West St. Crown Point 2626

HICKMAN

RUG AND FURNITURE CLEANERS

Bob Hickman, Prop.

Specializing in Wall to Wall Carpeting and Upholstered Furniture cleaned in your home.

WALL AND CEILING WASHING BY MACHINE
Saves Time - Free Estimates

Crown Point 2423

158 N. Court - Crown Point

SULLIVAN'S RESTAURANT

U. S. 30 and Ind. 55

OPEN 24 HOURS

CLOSED SUNDAY

QUICKLE

Electronic Service

RADIO - TV - STEREO - HI FI - ETC.

Phone 1273

Compliments of

UNITED FINANCE CORP.

★ ★ ★

7 N. Court Phone 1911

CROWN POINT, INDIANA

Crown Point, Indiana

Compiled by the Crown Point Chamber of Commerce

History

Crown Point, the seat of government in Lake County, Indiana, is located close to the geographical center of the county. Lake County, the most northwesterly of Indiana's 92 counties, is in reality a part of the Chicago region rather than a typical Hoosier county. The county is sharply divided into economic regions. The northern part, which borders Lake Michigan, is urban in character, with the cities of Whiting, Hammond, East Chicago and Gary concentrated there. Great numbers of people are employed in the steel mills, oil refineries, and related industries in these cities which makes for the concentration of the population of Lake County (366,113, U. S. Census 1950) in this area.

With the coming of industry to the north end of the county in the last thirty years, the population center of the county has shifted north. Recently, the trend has been for new developments to the south as the cities expanded. Today suburban developments have approached closer and closer to Crown Point.

South of Crown Point, Lake County is rural in character. General farming is practiced in this part of the county and Crown Point is the trading center of this rural area.

Crown Point was established as the County Seat originally by the rule of thumb for county seat; that any resident of the county should be able to drive with his horse and buggy to the county seat, pay his taxes and get back home the same day. The city still retains many of the aspects of a typical county seat, with the Lake County Court House situated in the public square which dominates the central business district.

Government

Crown Point, a fifth class city with a population of 8,000 people, has the mayor-council form of government as do all the cities in Indiana. Duties and powers of the city officials are prescribed by state laws. The common council meets the first Monday of each month in the city council chambers. Meetings are open to the public.

City Planning

The City Plan Commission serves without pay in an advisory capacity only. Its purpose is to promote the orderly development and growth of Crown Point through planning and zoning.

Shopping

Retail business in Crown Point is centered principally around the Court House square and extending therefrom in four directions. Streets in this area are metered for short periods of parking while free off-street parking facilities are provided within walking distance for unlimited parking time.

Practically all classifications of business are represented with sufficient stocks to satisfy the needs of the people in the community.

Population

The rate of population increase has been slow but steady. In 1900 the city had a population of 2,336. It reached 4,046 in 1930 and 7,329 in 1955. Estimated population in 1958 is 8,000. The ways in which residents earn their living falls roughly in three classifications. One segment of the population is made up of local businessmen, retired farmers and professional men. The second segment of the population is made up of residents who are employed by the county government or work in conjunction with county government. About half of the employees working for the county government in Crown Point live in the city limits, while the other half travels from other parts of the county every day. The third segment of the population is suburban in character. Recent checking has revealed that approximately one-half of the people who live in Crown Point are employed in the cities of the Calumet District and Chicago. This trend is increasing as the city grows, and shows, evidently, that Crown Point is a pleasant place to live, with its lovely shade trees and good country air.

Utilities

Crown Point owns and operates the water works and an electric generating plant for street lighting and lighting of public owned buildings. The remainder of the electricity generated is sold to Northern Indiana Public Service Co. All revenue is used for maintenance. The Northern Indiana Public Service Co. serves the city with electricity and gas for commercial and domestic users.

Transportation

Travel to and from the city is almost entirely by automobile. Gary Railway operates a motor bus hourly from Gary to Crown Point. The Pennsylvania Railroad extends from Chicago to Indianapolis, Louisville, Cincinnati and other cities in the south. The

L. E. Laney & Son

"Good Printing"

OFFSET - LETTERPRESS

111 Hack Court -:- Phone 722 -:- Crown Point, Ind.

MILTON THOMAS

DECORATING

Phone 1266

•

Crown Point, Indiana

LAKE COUNTY'S

most Popular

most Powerful

W W C A

1270 on your Dial

NEWS - MUSIC - SPORTS

Listen Where Listening is Good!

Erie Railroad extends from Chicago to New York. These trains make daily stops in Crown Point. Greyhound and Shortway Bus Lines operate through Crown Point.

Roads and Streets

The city engineer is responsible for paving, maintenance and cleaning of city streets. The city owns a mixing plant and makes its own asphalt for paving and repairing. In addition, the city has equipment, such as trucks, graders, and plowing units. The construction and maintenance of streets is financed from revenue from the parking meters and the motor vehicle tax which is collected and distributed by the state.

Indiana State Highways 8 and 55 go through the city, while state highway 53 is only one mile east, U. S. 30 three and one-half miles north, and U. S. 41 five and one-half miles west of the city.

Fire Department

The equipment available to the Crown Point Fire Department, which includes that owned by Center Township, consists of two American LaFrance pumpers, one G. M. C. pumper, one 1,000-gallon tank truck, one first-aid panel truck with an inhalator, and two portable inhalators. The fire trucks are equipped with a three-way R. C. A. radio-communications unit cooperatively owned by the Lake County Fire Service, Inc. Members of this corporation include the fire departments in Cedar Lake, Independence Hill, Lowell, New Elliott, Shelby, and St. John, with the sending station located in Crown Point. Radio communication is also maintained with the Lake County Sheriff's office.

The personnel in the fire department consists of two fire truck drivers on duty around the clock and seventeen volunteer firemen, who are paid on the basis of the response made to calls.

Police Department

In addition to the Chief of Police, the city employs three patrolmen and one night watchman. One of the patrolmen maintains the parking meters and is concerned, mainly, with enforcing the traffic regulations. Equipment of the police department includes two squad cars and one motorcycle.

The Lake County Sheriff, whose office is located in Crown Point, cooperates closely with local police, who use the facilities of the county jail when necessary.

Schools

The public schools are administered by the school board appointed by the mayor and city council. The school board appoints the Superintendent of Schools and, with his help selects the teachers and other personnel. Crown Point has three elementary public schools and one high school with the Junior High occupying a part of the second floor of the high school. The Crown Point High School (grades 9-12) serves not only pupils living in the city but also the transfer students from surrounding townships.

The total enrollment in the public schools for 1958-59 is 2,011 pupils with 45 high school and 31 grade school teachers.

Crown Point has two parochial schools. St. Mary's School, Catholic (grades 1-8) with an enrollment of 670 pupils and Trinity Lutheran School (grades 1-8) with an enrollment of 150. The majority of the pupils of these schools attend the Crown Point High School after completion of the first eight grades.

Churches and Organizations

Crown Point has 14 churches consisting of 13 protestant and one catholic. In addition to church connected organizations, many national, civic, social, fraternal, and service organizations have local chapters or clubs.

Public Library

The Crown Point Public Library is a Class 1 library as described by the State of Indiana's Library Law of 1947, serving the city of Crown Point and Center and Winfield Townships. Of its seven member Board of Trustees, three are appointed by the Judge of the Circuit Court, two by the City Council and two by the School Board.

There are some 19,500 volumes in the book collection. 4,210 persons are included in the active membership file. 57,245 books were circulated to members and to schools during 1958. The regular staff consists of a full time librarian (certified under Indiana Certification Law) and two part time assistants.

Newspapers and Radio

The city has two weekly newspapers, The Lake County Star, published since 1880, and The Crown Point Register, published since 1857. The Hammond Times and the Gary Post-Tribune, published daily, as well as our weeklies cover not only city and county news, but national events. The Chicago papers, too, are read widely in the Community.

Radio Station WWCA of Gary broadcasts the news of the city and county daily direct from its studio in Crown Point.

Public Health and Sanitation

Crown Point is under the jurisdiction of the

Compliments of

Charles Hegan & Son

SANITATION SERVICE

Serving Southern Lake County

* * *

Phone Crown Point 2463



Lake County Health Department and receives the services offered by this department. The entire county is under a Grade A milk program.

The city has excellent water from spring fed wells. Water is checked for purity regularly by state authorities.

The collection and disposal of garbage and rubbish is cared for by contract of the city with a private individual. This service, which is extended to all residents, is financed by tax monies.

Crown Point's sewage disposal plant employs the modern method of speeded-up, natural "digestion" of harmful waste matter by bacteria action, which changes it into harmless substance.

Hospital facilities are available in near-by cities. The two hospitals in Gary, Methodist (235 adult beds) and St. Mary's Mercy (250 adult beds) are classified as "Class A" by the American College of Surgeons and the American Medical Association. Local doctors are on the staffs of both hospitals.

The James O. Parramore Hospital, located north of Crown Point on State Road 55, is a county owned tuberculosis hospital. The hospital has 246 beds. It, too, is rated high by national authorities.

Public Welfare

Public Welfare is for the most part a county function, except for poor relief which is under the supervision of the township trustee. It differs from the special categorical aid administered by the state and county welfare departments in that it is direct relief "in kind". Clients receive only orders for groceries or service but no cash.

The Lake County Welfare Department is under the administration of a board of five members appointed by the Judge of the Juvenile Court. The welfare program includes aid to dependent children, old age assistance, child welfare services, assistance to crippled children, aid for the blind, and hospital commitments.

The Lake County Home, located three miles east of Crown Point, provides for the aged and indigent of the county.

The Detention Home, which is located in Crown Point, provides temporary placement for the children whose custody has been awarded to the Juvenile Court of Lake County until permanent placement can be found for them.

Recreation

Crown Point has adequate recreation facilities, with three playgrounds strategically located in the city. A ten week summer recreation program, with five well qualified employees, is sponsored by the city. The high school gym, owned by the school city, serves not only as a gymnasium and auditorium for the school, but also as a recreation center and meeting place for civic organizations. During the winter, Friday night dances are sponsored by the school and ice skating is provided at Bowman's Pond.

A tremendous amount of interest in baseball for the youth of Crown Point has been built up by the untiring efforts of public minded citizens, with the results that the city now boasts of a Little League, a Little Bigger League, a Junior League, and a Girls' Soft Ball League.

The Lake County Fairgrounds, at the south edge of the city, comprises about 126 acres. It is well wooded with oak trees and is an ideal spot for picnics and other summer recreation. It is used by the Girl Scouts for day camps every year. Fancher Lake, inside the race track, is adequate for swimming. Three life guards, two employed by the county and one by local organizations, are on duty at stated hours.

Cedar Lake and Lake Dale Carlia to the south, together with Lake Michigan to the north, are centers of recreational activities. Commercial recreation includes two bowling alleys, one movie theatre, one public golf course, and one private golf course.

Crown Point Industries

LETZ MANUFACTURING CO.
(Farm Equipment)

MERZ MACHINE & TOOL WORKS
(Tool Products)

H. J. McLAUGHLIN & SON
(Golf Ball Mfg.)

OAKDALE COAT COMPANY
(Women's and Misses Coats and Suits)

HELIX CORPORATION
(Convey-O-Matic Wagon Boxes and Straightaway Barn Cleaners)

Lumber Companies

CROWN POINT LUMBER CO.

HENDERLONG LUMBER CO.

ROOT LUMBER CO.

Crown Point Churches



Trinity Lutheran



St. John's United Church of Christ



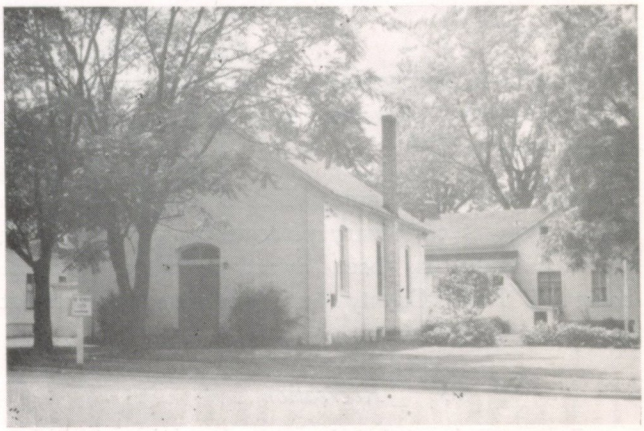
First Baptist Education Center



First Presbyterian



Old Trinity Lutheran



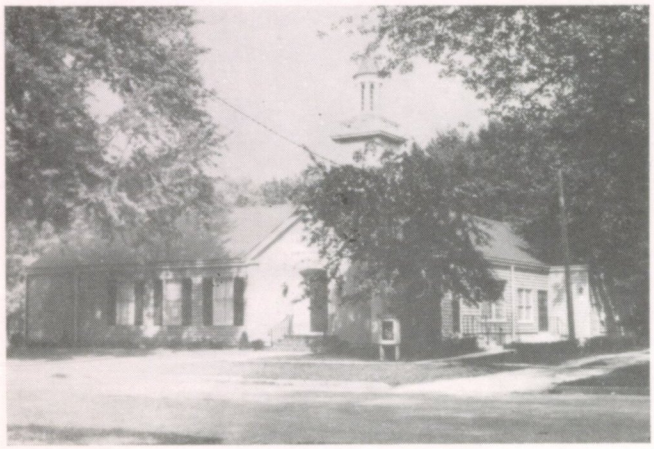
Free Methodist



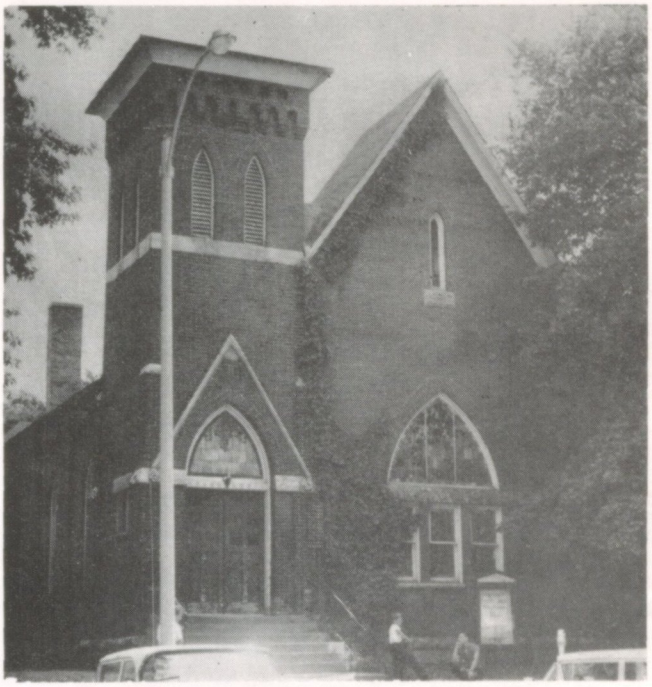
First Baptist Sanctuary



First Methodist



First Church of Christ, Scientist



St. Christopher's Episcopal



St. Mary's Catholic



First Christian

Festival of Faith Program

125th Anniversary Celebration of Crown Point, Indiana

SUNDAY, SEPTEMBER 27, 1959

4:30 p. m.

Lake County Fairgrounds

The Chime Prelude

*Hymns Of Praise
"Faith Of Our Fathers"
"America The Beautiful"

Greetings and Announcements

Choir Anthem—*"God So Loved The World"* ..... Stainer

Our Common Christian Heritage

Call To Prayer—Selected Psalms

Silent Prayer

Hymns To God And Country
"Holy God We Praise Thy Name"
"Battle Hymn Of The Republic"

Festival Of Faith Address
Mr. Donald Paarlberg
Special Assistant To The President, Washington, D. C.

*Hymn Of Faith
"All Hail The Power Of Jesus' Name"

Choir Anthem—*"Almighty God Of Our Fathers"* ..... James

*Hymn Of Benediction
"Come Thou Almighty King"

*Benediction Prayer

*Hymn Response
"America" (Verse 1 and verse 4)

*The Chime Postlude

(*Indicates audience standing)

Appreciation is herewith expressed to the committee who planned this "Festival Of Faith". This committee is made up of representatives of all the churches of Crown Point, working together in a true spirit of Christian Community.

Those participating in the program are: Rev. Dean Jacoby, song leader; Rev. Harry Willman, chairman of the Festival of Faith committee; Mrs. Fred Young, choir director; and Mrs. Vivian Church, accompanist.

Our sincere thanks are extended to Mr. Donald Paarlberg for taking time from his busy schedule in Washington to be with us on this memorable occasion, and to the many people of the community through whose efforts we were able to assemble our Festival Choir for this program.

THIS SOUVENIR BOOKLET

In compiling a booklet of this type, in the time allotted for it, it can not be done without the help of a lot of people. And for this assistance, the Crown Point 125th Anniversary Committee gives its sincere thanks to all who participated in any way.

The history, personal sketches, and many pictures were all gathered through the efforts of Wm. J. Schroeter of Crown Point, who is one of the "Old Timers" of Crown Point and Lake County and well known through his activities as a surveyor and former county official. He gives credit to the following people who helped in providing material, as without their generous offerings many of the stories could not have been published. They are Claribel Clark Bevan, Ray Rinkenberger, Charlotte Wheeler Verplank, The Lake County Star, Walter F. Gard, Rudolph Mikuta, Dr. Donald D. DuSold, Nilah G. Kissinger, Murrell R. Belanger, John Bucur, Mrs. Thomas J. O'Connell, Amos D. Allman, Mrs. Vernon Everett, Robert Volk, Robert Diddie, Alvin Guske, the Crown Point Fire Department, and the Crown Point Chamber of Commerce.

The generous advertisements by the merchants and business establishments of Crown Point and Lake County, were acquired by a committee of 14 men from the Crown Point Loyal Order of Moose. As one thumbs through this booklet, it can be seen without a doubt, that the response from business people was nearly 100 percent. Without their aid this book could not have been published. Heading the committee as general chairman was Elwood Kelsey, and the men that aided him were Ralph Scheidt, Matthew Smederovac, Bill Merritt, Robert Jones, Ben Coget, Jr., Robert Kelsey, Frank Bowan, Leslie J. Joyce, John Hershey, Edward Luke, Charles Hegan, Charles Mummery and Donald Tipton.

Inserted in this book is a detailed map of the city of Crown Point, large enough to be framed, for an office or den. It is published and presented to you through the courtesy of William J. Krull, Crown Point city engineer.

Crown Point's 125th Anniversary committee acknowledges the fact that many important happenings have taken place in the last 25 years or more that could have been a part of this souvenir publication. If they were overlooked, the committee offers its sincere apologies, as time prevented the complete coverage. However, the committee hopes you will have many hours of happy reading before you lay the book aside.

Anniversary Executive Committee



Top row, left to right: Louis Kerr, Jack Madsen, Tom O'Connell, George Carroll. Bottom row, left to right: John Winland, Betty Boesel, Luther Dance.

Title Service in Lake - Porter [illegible] ties

CALUMET TITLE COMPANY, Inc.

Crown Point, Indiana

OVER A QUARTER CENTURY PROVEN SERVICE

Gary Office
25 West 7th Avenue

Hammond Office
59 Muenich Court

* * *

PORTER COUNTY ABSTRACT COMPANY

Valparaiso, Indiana

HALF CENTURY PROVEN SERVICE

* * *

LAPORTE COUNTY ABSTRACT CORPORATION

LaPorte, Indiana

OVER A QUARTER CENTURY PROVEN SERVICE

Abstracts -:- Title Insurance -:- Escrows

General Agents for Union Title Company

Indianapolis, Indiana

March 6, 1970

L. E. LANEY & SON, CROWN POINT

Crown Point's 125th, Incorporated

Presents

The Dramatic Historical Pageant-Spectacle

Stockades to Satelites

A John B. Rogers Production

Staged and Directed by
Max R. Scudder

★

Lake County Fairgrounds

★ ★ ★

September 26, 28, 29, 30
October 1 and 2 1959

★

Narration Based on Historical Data Compiled
by

THE SCENARIO COMMITTEE
Guy Slaughter, Jr., Chairman

Prologue

Presenting citizens of Crown Point and vicinity in a stirring tribute to our Queen, "Miss Crown Point". In marching array appear a military Color Guard, the Queen of Territorial Days and her attendants, Miss Columbia and her attendants, the Celebration Cadets, the Celebration Sailorettes, the Princesses of the Court of Honor, and finally her Majesty, "Miss Crown Point" escorted by her pages.

Cast In Order Of Appearance

Trumpeteers

Gladys Gillogly, Cindy White, Margaret Porter, Mary Blair, Nan Alston, Melinda Jewart.

Narrators

Virginia O'Connell, Dorothy Cooper, Midge Manno, Donald Coash, Ted Sendak, Alvin Guske, William Bennett.

Color Guards

M/Sgt. Fred Rinehart, M/Sgt. Gene Allbritten, SFC Jack Fulkerson, Sgt. John Mack and members of American Legion Post 20.

Territorial Queen

Amanda Haley.

Attendants

Judith Gail Wood, Joy Warne, Kathy Brindley, Nancy Viewig.

Cadets

John Coe, Jim Pounds, Dave Stoner, Terry Peltil, Mack MacIntosh, Rick Viewig, Robert Gillogly, Marty Ellsworth, Phil Struebig, Jimmy Falkiner.

Sailorettes

Lynne Stonex, Abby Knight, Donna Wood, Janice Ingram, Connie Fifield, Linda Horn, Lea Ann Newlon, Diane Cassady, Patricia Martin, Pat Kruger, Ardith Bessette, Verna Moore, Judy Glinski, Janna Clark, Carol Clausson, Ann Ryan, Vicki Rockwell, Roberta Everett.

Miss Columbia

Linda Pugh

Attendants

Kathy Lynn Seegers, Celia Josh, Florette Letz, Carol Tullis, Sharyl Fagen, Sandra Yarnell, Ina Gay Dennison.

Pages

Linda O'Connell, Dagmar Klein.

Indians

Dick Smith, Tommy Taylor, Mike Kinghorn, Bill Thatch, Jerry Huber, Jim Broche, Jim Sowder, Roger VanSlyke, Sally Cooper, Norlene Allen, Carol Jean Carl, Carolyn Blum, Janice Wiley, Sharon Johnson, Bonnie Nedderman, Pat Struebig.

Pioneers

Mr. and Mrs. Leslie Conquest, Mr. and Mrs. Edmund Schafer, Mr. and Mrs. Howard VonderHere, Mr. and Mrs. Ralph Brasaemle, Mr. and Mrs. George Vinnedge, Ryan Knight, William Brasaemle, Daniel Conquest, Douglas Conquest, Bonnie Brasaemle, Pamela Shields, Candy Vinnedge.

Solon Robinson

Glen Corbin.

Early Settlers

Mr. and Mrs. Walter Haskell, Mr. and Mrs. Harold Lentner, Mr. and Mrs. Lloyd Rash, Mr. and Mrs. Arthur Engelien, Mr. and Mrs. Wayne Ishmael, Mr. and Mrs. Herman Allie, Mr. and Mrs. Jack Lear, Duke Reynolds, Richard McCoy, Mrs. Ross LaRue, Mrs. Clint Lear, Mrs. Joe McColley, Mrs. Robert Bennett, Mr. and Mrs. James E. Sorensen, Mr. and Mrs. Bernard Hoeckelberg, Mr. and Mrs. John Gottschling, Mr. and Mrs. Robert Gerlach, Mr. and Mrs. Orville Trulley, Mr. and Mrs. Willard Bessette, Mrs. Ralph Huth, Peter Kucia, Dennis Allie, Louis Lear, Larry Lear, Patty Weiberg, Linda Backe, MaryAnn Kucia, Marlyne Kucia, Shiela Barker, Jerry Lear, William Bennett, Michael Bennett, Gene Ishmael, Judy Bennett, Margaret Ishmael, Carolyn Ishmael, Donna Ishmael, Doris Ishmael, Mr. and Mrs. William Martin, Billy Martin, Judy Martin, Nancy Martin, Debbie Martin, Diane Corbin, "Bud" Griesel, Laverne Bratton.

Lincoln

Eugene Claude Haskell.

Gay 90's

Mr. and Mrs. Robert Parsons, Mr. and Mrs. Ted Wells, Mr. and Mrs. Frank Fitch, Mr. and Mrs. John Teegarden, Marge Greeze, Joan Kuntzman, Barbara Baer, Kay Latz, Carl Kuntzman, Donald Greeze, Claudia Wanner, Karen Kuntzman, Charles Parsons, David Wells, Larry Wells, Fritz Wanner, Linda Parsons, Judy Wells, Margo Wells, Diane Wells Mike Connelly, Diane Wall.

Bathing Beauties

Amanda Haley, Kathy Esser, Joy Warne, Mary Bielefeld.

Can Can Dancers

Judy Backe, Judi Bice, Penny Coe, Sue Brannock, Judith Gail Wood, Jean Johnson, Cindy Barnett, Karen Bremer.

World War I Soldiers

M/Sgt. Fred Rinehart, M/Sgt. Gene Allbritten, SFC Jack Fulkerson, Sgt. John Mack and members of American Legion Post 20.

Nurse

Cheryl Zimmerschied.

Charleston Dancers

Red Cross Ladies

Mrs. Carleton Rippy, Mrs. E. A. Hanslik, Mrs. Wilbur Heidbreder, Mrs. Harry Lewis, Mrs. Ross Archer, Mrs. George Sherman.

Nurse

Nettie Barman.

SYNOPSIS SCENES

Episode One—The Crown Point Story

This is the story of pioneer beginnings — pushing westward from the original Thirteen Colonies. Many of all faiths would pass through our state, many to stay to become our forefathers. Hewing axe, unquenching faith—these men, women and children were the seeds of America—its courage and its future.

Episode Two—The Men of Destiny

Before our forefathers came to America, hunting in our forests, fishing in our rivers and camping in our meadows were the tribes of Indians—the Illinois, the Miamis, the Pottawatomies. Theirs was a heritage of men and women who sought a good and simple life, only to bow to the inevitable power of the white man.

Episode Three—Unto This Land

And so, the American Settlers pushed into Indiana and found Crown Point and its forests and farmlands good. There was pure water from fresh springs and courageous people to make the country strong.

Episode Four—School Daze

Every school had its rascal. Every school had its teacher's pet. And the instruction of the "Three R's" was not only important, but sometimes disconcerting.

Episode Five—Faith of Our Fathers

When the Pioneer came to this land, he brought with him not only a belief in Democracy and the freedom of opportunity, but also a belief in God and the freedom of Religion.

Episode Six—Political Beginnings

Sale of land held by local residents was thwarted by formation of the "Squatters Union" headed by Solon Robinson. The first county officials were elected in 1837.

Episode Seven—The First Wedding

The first marriage in Lake County united John Russell and Harriet Holton in 1837. No one could conceive at that time, that a century later this city would be known as "The marriage mill of the midwest".

Episode Eight—Village Life

In 1840, Crown Point, still known as Lake Court House, was officially named county seat of Lake County. Shortly thereafter the name was changed to Crown Point. Solon Robinson left in 1841 to accept the agricultural editorship of the New York Tribune but returned from time to time to add another chapter to the history of an area whose beginnings had been influenced by his touch perhaps more than that of any other single person.

Episode Nine—A Volume in Black

A nation became divided. Crown Point and Lake County answered the call with more than ten percent of the population. A greater portion than any other county in the state. Mr. Lincoln came from Illinois. He spoke at Gettysburg in humility. He returned to Washington. A little later he went to an undeserved death.

Episode Ten
The Coming of the Iron Horse

From the stage coach to the railroad train—The Iron Horse. It was a short step, but an important one. And the railroad station, in the middle of the nineteenth century, was a beehive of activity.

Episode Eleven—Vignette of Memories

The Gay Nineties—bicycles, wagons, bustles, Can-Can Girls, fun and gaiety! It was a relaxed age, a fun age. Everybody had fun at a picnic.

Episode Twelve—In Memoriam

The First World War was tragic. From a small flame to a mighty conflagration came death, hatred and the seeds of future wars. A curse. Then tears and mourning.

Episode Thirteen—The Roaring Twenties

But America pulled itself up by its bootstrap and lived. The jazz age was here — fast living, gangsters — short skirts—and morals were hard come by. But things were surely hotsy-totsy!

Episode Fourteen—Public Enemy No. 1

John Dillinger, one of the most notorious criminals in the annals of American crime, breaks jail in Crown Point.

Episode Fifteen—Lest We Forget

And then America entered another war. Other lands and creeds and faiths challenged our powers. It was World War II.

Episode Sixteen—The Atomic Age

The end of the war ushered in the Atomic Age and a multitude of experiments have been made. Is this the beginning or the end?

Episode Seventeen—Man Made Moons

The new age—the challenge of all time—not just our world—other worlds —other galaxies—the moon and beyond! It is ours to conquer!

Episode Eighteen—To The Future

Crown Point on parade! From foot, to wheel, to carriage and automobile, to the jet age and into the future beyond the atom. It is to you and Crown Point to lead the way. We salute you!!

Crown Point's 125th, Incorporated

Presents

The Dramatic Historical Pageant-Spectacle

Stockades to Satelites

A John B. Rogers Production

Staged and Directed by
Max R. Scudder

★

Lake County Fairgrounds

★ ★ ★

September 26, 28, 29, 30
October 1 and 2 1959

★

Narration Based on Historical Data Compiled
by

THE SCENARIO COMMITTEE
Guy Slaughter, Jr., Chairman

Prologue

Presenting citizens of Crown Point and vicinity in a stirring tribute to our Queen, "Miss Crown Point". In marching array appear a military Color Guard, the Queen of Territorial Days and her attendants, Miss Columbia and her attendants, the Celebration Cadets, the Celebration Sailorettes, the Princesses of the Court of Honor, and finally her Majesty, "Miss Crown Point" escorted by her pages.

Cast In Order Of Appearance

Trumpeteers

Gladys Gillogly, Cindy White, Margaret Porter, Mary Blair, Nan Alston, Melinda Jewart.

Narrators

Virginia O'Connell, Dorothy Cooper, Midge Manno, Donald Coash, Ted Sendak, Alvin Guske, William Bennett.

Color Guards

M/Sgt. Fred Rinehart, M/Sgt. Gene Allbritten, SFC Jack Fulkerson, Sgt. John Mack and members of American Legion Post 20.

Territorial Queen

Amanda Haley.

Attendants

Judith Gail Wood, Joy Warne, Kathy Brindley, Nancy Viewig.

Cadets

John Coe, Jim Pounds, Dave Stoner, Terry Peltil, Mack MacIntosh, Rick Viewig, Robert Gillogly, Marty Ellsworth, Phil Struebig, Jimmy Falkiner.

Sailorettes

Lynne Stonex, Abby Knight, Donna Wood, Janice Ingram, Connie Fifield, Linda Horn, Lea Ann Newlon, Diane Cassady, Patricia Martin, Pat Kruger, Ardith Bessette, Verna Moore, Judy Glinski, Janna Clark, Carol Clausson, Ann Ryan, Vicki Rockwell, Roberta Everett.

Miss Columbia

Linda Pugh

Attendants

Kathy Lynn Seegers, Celia Josh, Florette Letz, Carol Tullis, Sharyl Fagen, Sandra Yarnell, Ina Gay Dennison.

Pages

Linda O'Connell, Dagmar Klein.

Indians

Dick Smith, Tommy Taylor, Mike Kinghorn, Bill Thatch, Jerry Huber, Jim Broche, Jim Sowder, Roger VanSlyke, Sally Cooper, Norlene Allen, Carol Jean Carl, Carolyn Blum, Janice Wiley, Sharon Johnson, Bonnie Nedderman, Pat Struebig.

Pioneers

Mr. and Mrs. Leslie Conquest, Mr. and Mrs. Edmund Schafer, Mr. and Mrs. Howard VonderHere, Mr. and Mrs. Ralph Brasaemle, Mr. and Mrs. George Vinnedge, Ryan Knight, William Brasaemle, Daniel Conquest, Douglas Conquest, Bonnie Brasaemle, Pamela Shields, Candy Vinnedge.

Solon Robinson

Glen Corbin.

Early Settlers

Mr. and Mrs. Walter Haskell, Mr. and Mrs. Harold Lentner, Mr. and Mrs. Lloyd Rash, Mr. and Mrs. Arthur Engelien, Mr. and Mrs. Wayne Ishmael, Mr. and Mrs. Herman Allie, Mr. and Mrs. Jack Lear, Duke Reynolds, Richard McCoy, Mrs. Ross LaRue, Mrs. Clint Lear, Mrs. Joe McColley, Mrs. Robert Bennett, Mr. and Mrs. James E. Sorensen, Mr. and Mrs. Bernard Hoeckelberg, Mr. and Mrs. John Gottschling, Mr. and Mrs. Robert Gerlach, Mr. and Mrs. Orville Trulley, Mr. and Mrs. Willard Bessette, Mrs. Ralph Huth, Peter Kucia, Dennis Allie, Louis Lear, Larry Lear, Patty Weiberg, Linda Backe, MaryAnn Kucia, Marlyne Kucia, Shiela Barker, Jerry Lear, William Bennett, Michael Bennett, Gene Ishmael, Judy Bennett, Margaret Ishmael, Carolyn Ishmael, Donna Ishmael, Doris Ishmael, Mr. and Mrs. William Martin, Billy Martin, Judy Martin, Nancy Martin, Debbie Martin, Diane Corbin, "Bud" Griesel, Laverne Bratton.

Lincoln

Eugene Claude Haskell.

Gay 90's

Mr. and Mrs. Robert Parsons, Mr. and Mrs. Ted Wells, Mr. and Mrs. Frank Fitch, Mr. and Mrs. John Teegarden, Marge Greeze, Joan Kuntzman, Barbara Baer, Kay Latz, Carl Kuntzman, Donald Greeze, Claudia Wanner, Karen Kuntzman, Charles Parsons, David Wells, Larry Wells, Fritz Wanner, Linda Parsons, Judy Wells, Margo Wells, Diane Wells Mike Connelly, Diane Wall.

Bathing Beauties

Amanda Haley, Kathy Esser, Joy Warne, Mary Bielefeld.

Can Can Dancers

Judy Backe, Judi Bice, Penny Coe, Sue Brannock, Judith Gail Wood, Jean Johnson, Cindy Barnett, Karen Bremer.

World War I Soldiers

M/Sgt. Fred Rinehart, M/Sgt. Gene Allbritten, SFC Jack Fulkerson, Sgt. John Mack and members of American Legion Post 20.

Nurse

Cheryl Zimmerschied.

Charleston Dancers

Red Cross Ladies

Mrs. Carleton Rippy, Mrs. E. A. Hanslik, Mrs. Wilbur Heidbreder, Mrs. Harry Lewis, Mrs. Ross Archer, Mrs. George Sherman.

Nurse

Nettie Barman.

SYNOPSIS SCENES

Episode One—The Crown Point Story

This is the story of pioneer beginnings — pushing westward from the original Thirteen Colonies. Many of all faiths would pass through our state, many to stay to become our forefathers. Hewing axe, unquenching faith—these men, women and children were the seeds of America—its courage and its future.

Episode Two—The Men of Destiny

Before our forefathers came to America, hunting in our forests, fishing in our rivers and camping in our meadows were the tribes of Indians—the Illinois, the Miamis, the Pottawatomies. Theirs was a heritage of men and women who sought a good and simple life, only to bow to the inevitable power of the white man.

Episode Three—Unto This Land

And so, the American Settlers pushed into Indiana and found Crown Point and its forests and farmlands good. There was pure water from fresh springs and courageous people to make the country strong.

Episode Four—School Daze

Every school had its rascal. Every school had its teacher's pet. And the instruction of the "Three R's" was not only important, but sometimes disconcerting.

Episode Five—Faith of Our Fathers

When the Pioneer came to this land, he brought with him not only a belief in Democracy and the freedom of opportunity, but also a belief in God and the freedom of Religion.

Episode Six—Political Beginnings

Sale of land held by local residents was thwarted by formation of the "Squatters Union" headed by Solon Robinson. The first county officials were elected in 1837.

Episode Seven—The First Wedding

The first marriage in Lake County united John Russell and Harriet Holton in 1837. No one could conceive at that time, that a century later this city would be known as "The marriage mill of the midwest".

Episode Eight—Village Life

In 1840, Crown Point, still known as Lake Court House, was officially named county seat of Lake County. Shortly thereafter the name was changed to Crown Point. Solon Robinson left in 1841 to accept the agricultural editorship of the New York Tribune but returned from time to time to add another chapter to the history of an area whose beginnings had been influenced by his touch perhaps more than that of any other single person.

Episode Nine—A Volume in Black

A nation became divided. Crown Point and Lake County answered the call with more than ten percent of the population. A greater portion than any other county in the state. Mr. Lincoln came from Illinois. He spoke at Gettysburg in humility. He returned to Washington. A little later he went to an undeserved death.

Episode Ten
The Coming of the Iron Horse

From the stage coach to the railroad train—The Iron Horse. It was a short step, but an important one. And the railroad station, in the middle of the nineteenth century, was a beehive of activity.

Episode Eleven—Vignette of Memories

The Gay Nineties—bicycles, wagons, bustles, Can-Can Girls, fun and gaiety! It was a relaxed age, a fun age. Everybody had fun at a picnic.

Episode Twelve—In Memoriam

The First World War was tragic. From a small flame to a mighty conflagration came death, hatred and the seeds of future wars. A curse. Then tears and mourning.

Episode Thirteen—The Roaring Twenties

But America pulled itself up by its bootstrap and lived. The jazz age was here — fast living, gangsters — short skirts—and morals were hard come by. But things were surely hotsy-totsy!

Episode Fourteen—Public Enemy No. 1

John Dillinger, one of the most notorious criminals in the annals of American crime, breaks jail in Crown Point.

Episode Fifteen—Lest We Forget

And then America entered another war. Other lands and creeds and faiths challenged our powers. It was World War II.

Episode Sixteen—The Atomic Age

The end of the war ushered in the Atomic Age and a multitude of experiments have been made. Is this the beginning or the end?

Episode Seventeen—Man Made Moons

The new age—the challenge of all time—not just our world—other worlds —other galaxies—the moon and beyond! It is ours to conquer!

Episode Eighteen—To The Future

Crown Point on parade! From foot, to wheel, to carriage and automobile, to the jet age and into the future beyond the atom. It is to you and Crown Point to lead the way. We salute you!!

The Public Libraries of Lake County

Copy

[redacted]

INDIANA COLLECTION

[redacted]

Please Do Not Remove Cards
in the Book Pocket.

To Renew, Please Give All
Information Shown Above.

ULISYS
15997208

THE FIRST NATIONAL BANK

IND 977.299 SOUV

IND 977.299 SOUV CN

Souvenir of-- Crown Point's
anniversary

LAKE COUNTY PUBLIC LIBRARY
INDIANA

AD	FF	MU
AV	GR	NC
BO	HI	SC
CL	HO	SJ
DY	LS	CN L
	ME	

JUL 30 '88

THIS BOOK IS RENEWABLE BY PHONE OR IN PERSON IF THERE IS NO RESERVE WAITING OR FINE DUE.

LCP #0390

Compliments

of

LUKE'S

Market Basket

North Main Street

CROWN POINT, INDIANA